

Town of St. George, Maine

# HARBOR AND WATERFRONT MANAGEMENT PLAN

November 1991

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1991

*A Study by the St. George  
Harbor and Waterfront Management Plan Committee*



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## PURPOSE

The Harbor and Waterfront Plan has been prepared to direct the management of harbor and waterfront resources in the Town of St. George. Like many Maine coastal communities, St. George faces the challenge to manage the impact of future growth and development upon coastal areas.

This plan is focused upon the two primary harbors within the Town, Tenants Harbor and Port Clyde. While both harbors face similar issues and challenges, each is unique and comprised of a special series of opportunities and constraints. Port Clyde, formerly known as Herring Gut Harbor, has an active fishing fleet. It is also the access point for Monhegan Island and other islands in Muscongus Bay. A lack of sufficient parking space is probably Port Clyde's most immediate problem. Other problems include competition between commercial fishermen, clammers, ferry boats and recreational boaters for Town owned facilities, a need for more mooring space, and inadequate sewage treatment. The other anchorage, Tenants Harbor, has problems that are similar to those of Port Clyde. Here, overuse of the Town launching ramp and associated parking area is of special concern.

Recommendations contained within include both short term and long term management implementation strategies. This plan, therefore, should be utilized as a "tool kit" to be implemented and updated over time. This plan provides St. George with a harbor management plan for each harbor, including mooring locations and allocation by various user groups. The plan also contains recommendations for future shoreland zoning provisions, as well as recommendations for municipal improvement projects.

## **ACKNOWLEDGMENTS**

### **Funding Assistance:**

#### **The Maine Coastal Program**

"Financial assistance for preparation of this document was provided by a grant from MAINE'S COASTAL PROGRAM, through funding provided by the Coastal Zone Management Act of 1972, as amended, administered by the Office of Ocean and Coastal Resource Management, National Oceanic and Atmospheric Administration, under award #NA90AA-D-CZ521."

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##### **Acknowledgments:**

The Committee wishes to express their appreciation for assistance received by the following individuals:

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John Falla, St. George Town Manager

The St. George Board of Selectmen

The St. George Planning Board

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# Marshall Point Lighthouse

Port Clyde Harbor

1823

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## **COASTAL PLANNING POLICIES**

As a Maine municipality, the Town of St. George recognizes the importance of coastal planning policies established by the Maine legislature in 1986. The Act to Enhance the Sound Use and Management of Maine's Coastal Resources has established the following policies...

### **Port and Harbor Development**

- Promote the maintenance, development and revitalization of the State's ports and harbors for fishing, transportation and recreation;

### **Marine Resource Management**

- Manage the marine environment and its related resources to preserve and improve the ecological integrity and diversity of marine communities and habitats, to expand our understanding of the productivity of the Gulf of Maine and coastal waters and to enhance the economic value of the State's renewable marine resources;

### **Shoreline Management and Access**

- Support shoreline management that gives preference to water-dependent uses over other uses, that promotes public access to the shoreline and that considers the cumulative effects of development on coastal resources;

### **Hazard Area Development**

- Discourage growth and new development in coastal areas where, because of coastal storms, flooding, landslides or sea-level rise, it is hazardous to human health and safety;

### **State and Local Cooperative Management**

- Encourage and support cooperative state and municipal management of coastal resources;

### **Scenic and Natural Areas Protection**

- Protect and manage critical habitat and natural areas of state and national significance and maintain the scenic beauty and character of the coast even in areas where development occurs;

### **Recreation and Tourism**

- Expand the opportunities for outdoor recreation and encourage appropriate coastal tourist activities and development;

### **Water Quality**

- Restore and maintain the quality of our fresh, marine and estuarine waters to allow for the broadest possible diversity of public and private uses; and

### **Air Quality**

- Restore and maintain coastal air quality to protect the health of citizens and visitors and to protect enjoyment of the natural beauty and maritime characteristics of the Maine coast." <sup>1</sup>

## **MAINE COASTAL ZONES**

"If you could view the coast of Maine from a point far above the earth - from a satellite, perhaps - you would be able to discern certain broad divisions of the shoreline that geologists call 'physiographic subsection.' Although general physiography is not a primary consideration in all planning, it is the underlying factor in why certain areas have more beaches and others have more rocky shores. Like other geological factors, it is one of the basic influences that both limit and make possible resource utilization or development.

As described in the following narrative and graphic formats, Port Clyde lies at the intersection of the "Indented Embayment Shorelines" and the "Island-Bay Complex". The St. George peninsula thereby contains two of the primary physiographic regions of the Maine Coastline.

### **The Indented Embayments Shoreline**

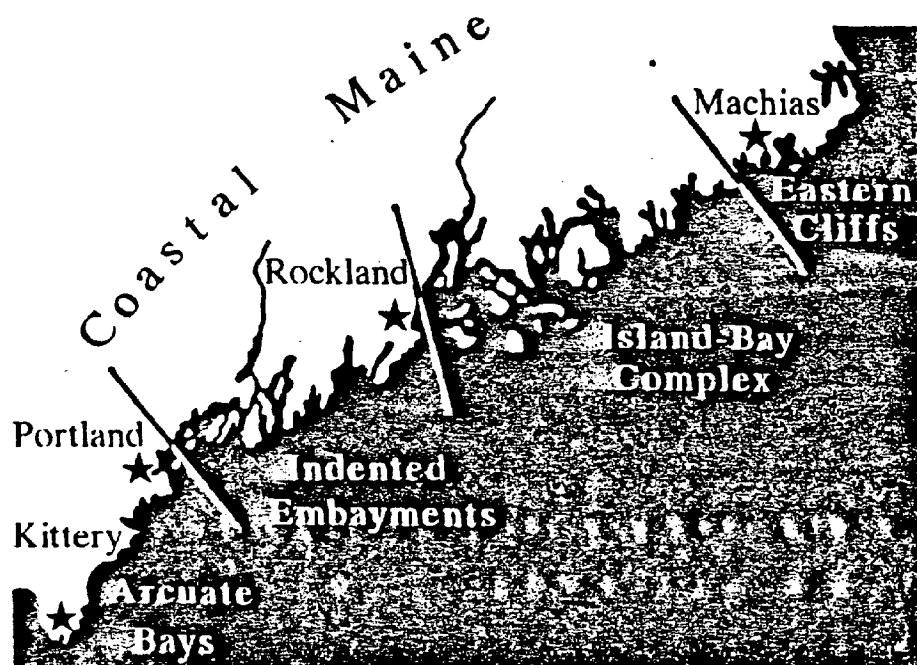
"The Indented Embayments Shoreline extends for about 55 miles east-northeast from Cape Elizabeth to Port Clyde. It is characterized by a continuous series of long, narrow bays, inlets, rivers and estuaries running north and south and separated by numerous bedrock peninsulas and islands extending southward.

The peninsulas, which are commonly 10 to 21 miles long here, closely parallel a layered structure of supporting bedrock chiefly composed of hard crystalline rocks of metamorphic origin. Where sections of these metamorphic rocks are relatively soft, they have been substantially eroded, leaving elongated valleys now flooded by the ocean. Although much of the shoreline in this region is exposed bedrock, there are also a number of small beaches in narrow coves and, at Popham and Reid State Parks, sand beach areas of considerable size." <sup>2</sup>

### The Island-Bay Complex Shoreline

"The Island-Bay Complex Shoreline section of Maine's coast extends for about 105 miles east-northeast from Port Clyde to Machias Bay. It consists primarily of numerous irregular bays and islands of many sizes. The largest bay is Penobscot Bay, extending for more than 30 miles north-south and up to 20 miles east-west. The largest island is Mt. Desert, with a total area of over 100 square miles.

The scattered distribution of a number of large granite plutons, or intrusions, is primarily responsible for the hilly physiography of the region. Where such erosion-resistant granite bulges rise high above the surrounding land they form mountains called "monadnocks," the most famous of which in this area is Cadillac Mountain." <sup>2</sup>



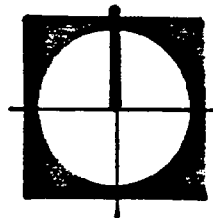
## REGIONAL CONTEXT

Future management of St. George's harbor and waterfront areas must account for the regional influences placed upon Tenants Harbor and Port Clyde. Lying at the coastal midpoint between the popular and crowded harbors at Boothbay and Camden, St. George may be subject to future waterfront development and recreational boating activities. As these well known harbors become overcrowded, increased pressures will be felt in "out of the way" places, such as St. George.

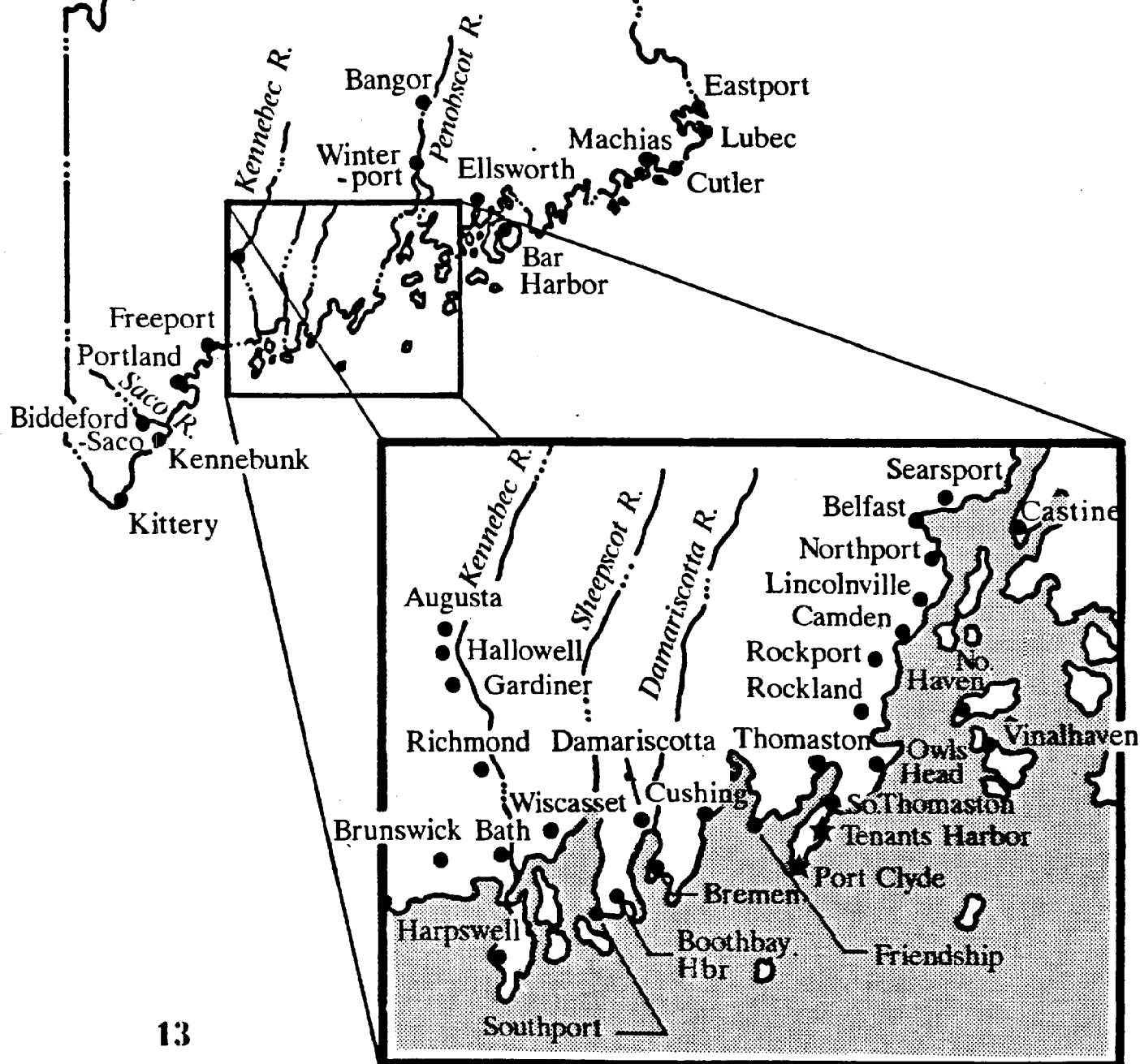
Increased tourist activity and recreational use seems inevitable in the future due to the growing demand for tourism and recreation along the entire Maine coastline. Although St. George is isolated from the "tourist corridor" of Route 1, visitors are attracted to the Marshall Point Lighthouse and to Port Clyde as a destination/arrival port for Monhegan Island. As the demand for recreation and tourism increases on a regional basis, the Town of St. George will be affected at a local level.

In addition to increased recreation and tourism, future waterfront development is certain to affect harbor areas within St. George. Seasonal homes, vacation resorts and associated commercial development will be naturally attracted to the scenic beauty of the St. George peninsula. As these regional pressures are placed upon local resources, the essence of St. George as a maritime fishing community will be inevitably threatened.

North



Maine



## **PLANNING ZONES**

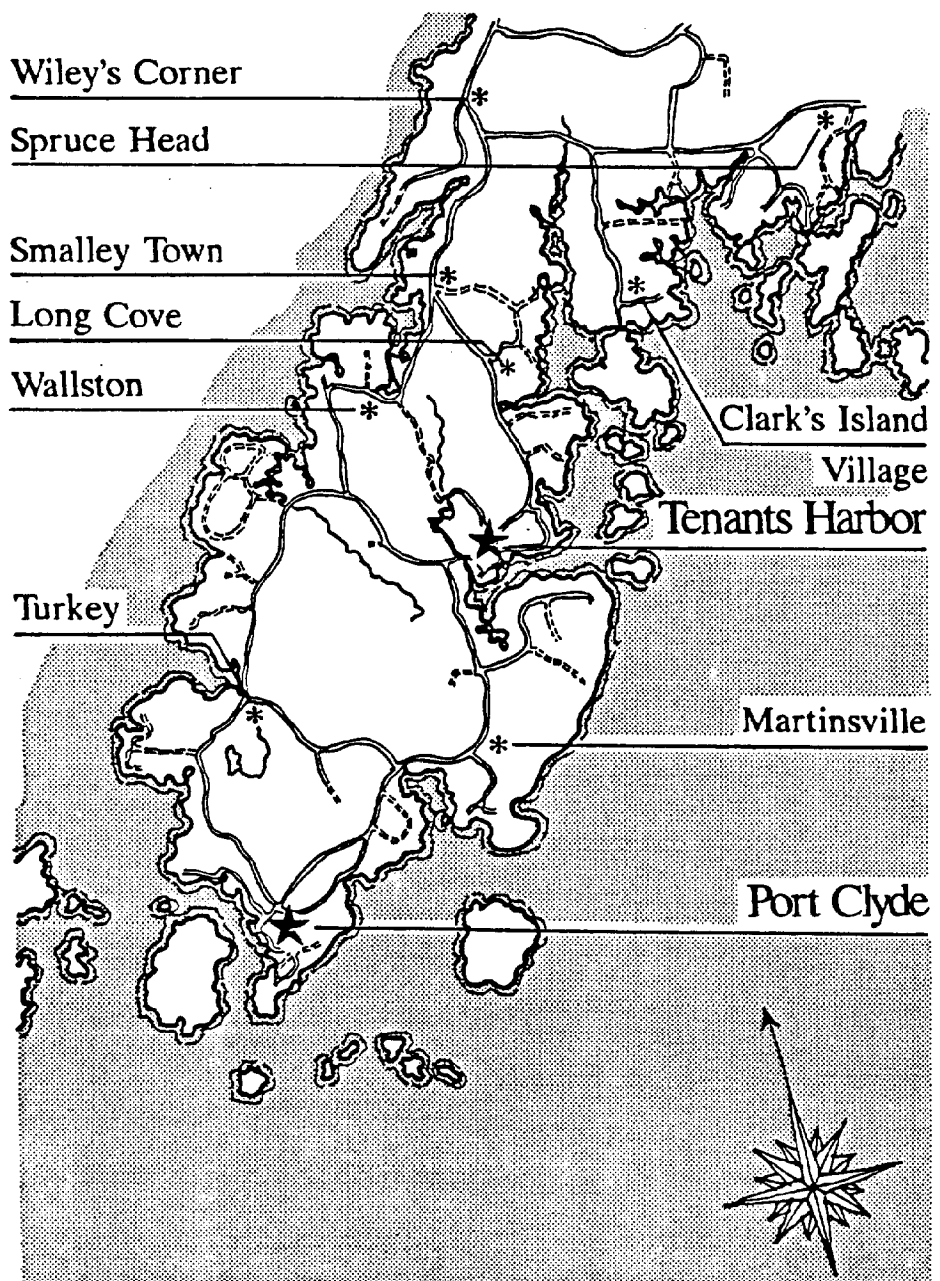
The planning process begins with the identification of distinct regions within the study area, which are referred to as "planning zones." Each planning zone contains its individual physical and social character and exhibits a special series of opportunities and constraints. The focus of this plan is placed upon harbor resources; therefore, planning zones include harbor areas as well as their associated waterfront uplands.

### **Tenants Harbor/Long Cove**

As Long Cove is essentially an extension of Tenants harbor, this harbor and associated shoreline has been included within the study area. The area identified for inventory and analyses, therefore, includes the coastline extending from Seavey Cove southward to Hart's Neck, including all land area between the shoreline and Route 131 and Harts Neck Road.

### **Port Clyde**

The Port Clyde harbor, essentially a channel between the St. George peninsula and Hupper Island, establishes the basis for identification of the study area. The limits of this planning zone may be described as the harbor itself, plus the mainland coast extending from Hupper Point to Marshall Point, including the centrally located village of Port Clyde.









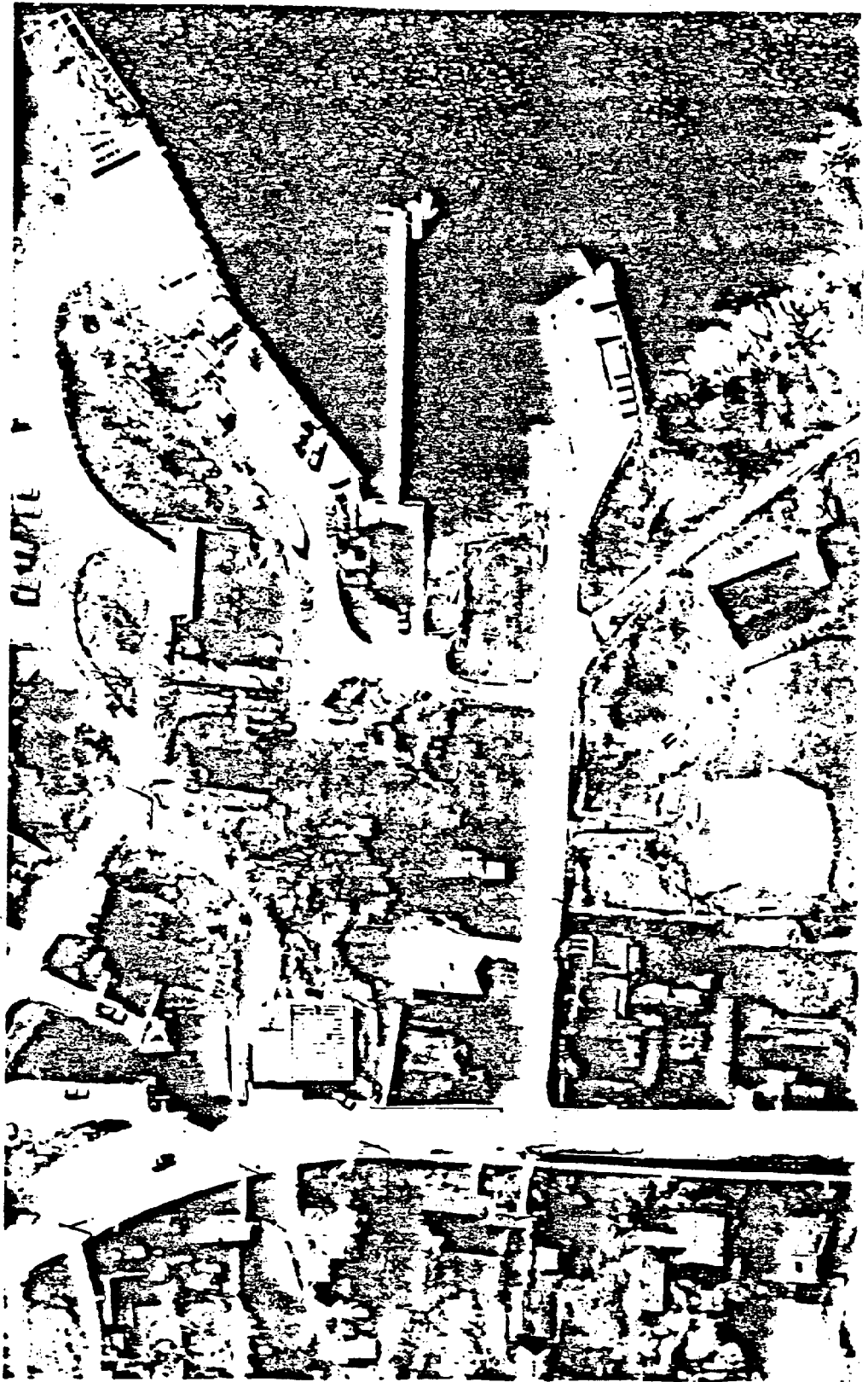
## INTRODUCTION

The Town of St. George is fortunate in that its waterfront area is comprised of a number of diverse physical and cultural waterfront landscapes. Within the past decade, these areas have witnessed significant growth and development, as well as increased demand for access to and recreation within harbor areas. The impacts associated with these activities are especially evident in the areas of Tenants Harbor and Port Clyde.

This plan is developed in response to waterfront planning policies set forth by State planning agencies and by the extent of public participation received during the planning process. The focus of the plan is placed upon the importance of shoreline and water resource management which recognizes the inevitability of change and which seeks to retain the integrity of St. George as an historic seacoast fishing community.

## PROCESS

The planning process is initiated by conducting an inventory of existing conditions including, but not limited to, existing land use, harbor conditions and conflicting harbor uses, municipal infrastructure, and sensitive natural resource areas. Based upon analysis of existing information, public opinion regarding waterfront needs, and upon direction from the Harbor and Waterfront Plan Committee, a series of goals and objectives formulate the framework of the plan. Finally, recommendations and implementation strategies are developed to serve as a "tool kit" for future management purposes. Specific aspects of the Harbor and Waterfront Management Plan include the following...



## **WATERFRONT LAND USE**

**Policy:** To promote the continuance of water-dependent uses, while maintaining the economic vitality and cultural heritage of waterfront areas.

Both Tenants Harbor and Port Clyde waterfront areas are primarily developed and contain very little contiguous natural area.

Recommendations contained in this plan respective to waterfront land use are primarily limited to those areas within the Shoreland Zoning District, or all lands 250 feet from the normal high water mark of coastal areas. These recommendations are essentially consistent with the draft ordinance prepared by the St. George Planning Board, dated January 22, 1991.

Additional recommendations related to future land use within harbor areas pertain to infrastructure improvements necessary to support existing and future resident populations. Proposed improvements consist of intersection improvements and roadway improvements necessary to improve vehicular circulation, sidewalk installation for improvements to increase pedestrian safety, and signage and landscape improvements to enhance the aesthetic quality of waterfront areas.

In summary, land use recommendations are supportive of existing development patterns and are sensitive to the need to promote water-dependent uses. Much of the coastline is retained as part of the "Commercial Fisheries - Maritime Activities District" of the Shoreland Zoning area. As stated in the Ordinance, the purpose of this district is to include "areas which are suitable for functionally water-dependent uses, taking into consideration such factors as:

- Shelter from prevailing winds and waves;
- Slope of the land within 250 feet, horizontal distance, of the normal high water line;
- Depth of the water within 150 feet, horizontal distance, of the shoreline;
- Available support facilities, including utilities and transportation facilities; and
- Compatibility with adjacent upland uses."

Designation of these areas, as described above, provides St. George with an effective means of protecting its marine businesses, as well as adjacent land uses. Commercial activities which are not dependent on waterfront locations will be required to locate in upland areas, reserving the shoreline for commercial fishermen and other marine-related businesses.

The second major district of the Shoreland Zone is the Marine Residential District. This district includes those areas suitable for residential and recreational development. Prohibited uses include multi-family residential, mobile home parks, motels, hotels and commercial/industrial land uses. Extending beyond the villages of Tenants Harbor and Port Clyde, this is the predominant Shoreland Zoning district within St. George.

The third Shoreland Zone district within the study area is the Limited Commercial District. While this district is not proposed in any section of Tenants Harbor, several properties at Port Clyde are recommended for this designation. The subject properties have no shoreline frontage and, in general, directly access Route 131. In response to these factors, and in order to allow present commercial activities to continue, the LC district is proposed for a limited portion of Port Clyde village.

## **PUBLIC ACCESS and OPEN SPACE**

**Policy:** To ensure adequate future public access to shoreline areas, while maintaining the environmental integrity of the coast, and to promote the retention and development of open space in waterfront areas.

### **Public Access**

Within the villages of Tenants Harbor and Port Clyde, public access to the waterfront is limited to Town landing sites. Additional access to the harbors is facilitated by private properties, such as Cod End in Tenants Harbor and the Monhegan ferry pier at Port Clyde. Private access points are valuable to the patrons using these facilities; however, they do not provide for the perpetual access needs of the residents of St. George.

The public access facilities at the Town landing sites are limited and must be shared with non-resident populations. Current use of these facilities presents significant problems for the Town, most notably with respect to the lack of adequate parking space. Competition for parking areas is created by various groups, including commercial fishermen, recreational boaters, ferry passengers, island residents, and the seasonal tourist population, including sightseers.

Short-term parking areas are needed within reasonable walking distance from the Town landings. These areas are necessary to provide the needs for commercial and recreational boaters with vessels moored in the harbors or with boats launched from trailers. Because the Town landings are the only public access sites to the waterfront, additional parking demand in these areas is also created by non-boating residents and tourists.

Parking needs associated with these various groups are quite different; therefore, recommendations are presented in response to differing needs. The Port Clyde Parking Committee, in its report to the St. George Selectmen in August of 1991, has recommended six separate locations within Port Clyde for expanded parking facilities. In Tenants Harbor, a similar committee has been formed to address similar problems.

Problems associated with the development of parking facilities are complicated and present a challenge for the Town to resolve. First and foremost, property which may be considered for parking facilities may be privately owned. The Town of St. George does not support property acquisition through the eminent domain process. Therefore, the private landowner of any property considered for parking facilities must be willing to sell the property or have advertised the land for sale.



### Open Space

As previously discussed, both Tenants Harbor village and Port Clyde are primarily developed and contain very little contiguous natural area. Waterfront areas which are not developed are privately owned and are not available for use by the general public. Within the identified study area, the Marshall's Point Light is the only viable waterfront open space area available for public use.

Additional open space/recreation areas are available for public use, including Collins Park and the Town landing in Port Clyde. In Tenants Harbor, two baseball fields, tennis courts, a basketball court, the St. George School facilities, and the Town landing are available for public use. Of these facilities, the only areas directly contiguous to the waterfront are the Town landing sites. Here, the limited space and presence of vehicular traffic create inappropriate conditions for pedestrian use and passive recreation.

While additional waterfront open space areas outside of the harbor villages are available to residents (Drift Inn Beach, for example), these do not contribute to open space within these population centers. Town residents favor the development of additional waterfront open space; however, acquisition of property for open space is only feasible if such property becomes available for sale.

## **PORT and HARBOR RESOURCES**

**Policy:** To maximize the economic benefits to the Town from port and harbor areas, while protecting water quality, marine resources and functional water-dependent uses.

Tenants Harbor and Port Clyde Harbor are the lifeblood of the community of St. George. These harbors represent the historic origins of the Town and continue to support the most important industry within the municipality. Similar to most of Maine's harbors, these harbors face the challenges associated with increased growth and tourism. In comparison with other coastal communities, however, St. George has essentially retained its commercial marine orientation and water dependent shoreland uses. While the Town has maintained its working harbor and waterfront character to date, future retention of this community asset requires long-range planning and serious commitment by the townspeople and municipal officials.

This plan provides the framework for the future management of Tenants Harbor and Port Clyde; implementation of the recommendations contained herein is dependent upon municipal leadership and public participation as specific actions are taken in the future. Certain harbor improvements, such as channel demarcation, will require coordination with the State and Federal agencies; however, the Town of St. George must play the primary role in the implementation process.

Recommendations for Tenants Harbor and Long Cove include improvements to the Town landing and mooring allocation among harbor user groups. At the Tenants Harbor Town Landing, improvements include the improvement of vehicular turning area above the ramp and expansion of the float for dinghy tie-up space. The plan also includes a recommendation to re-align the municipal ramp and floats in order to ease the congestion between these facilities and the Cod End Pier.

Mooring pool areas and navigation fairways are included on the mooring grid plans developed for Tenants Harbor and Long Cove. Mooring pools are designated to separate commercial and recreational boaters according to the needs of each user group. At Long Cove, only a limited mooring area is designated due to generally shallow water conditions and the importance of this area for commercial fishing harvest activity.

At Port Clyde, improvements to the Town landing include the widening of the pier surface and improvement of vehicular turning area above the ramp. During the course of preparing this plan, the Town was contacted by the U. S. Coast Guard to obtain navigational comments specific to Port Clyde harbor. As a result, the U.S.C.G. may establish channel demarcation in the harbor. Similar to plans prepared for Tenants Harbor/Long Cove, grid plans and future mooring pools have been established for Port Clyde harbor.

Additional recommendations specific to port and harbor resources address issues related to water quality and marine life. The Town of St. George has been working with the Maine Department of Marine Resources to assess and correct impacts on water quality created by subsurface septic disposal systems. In addition to the continuance of this effort, the Town should adopt a long-range plan for septage collection and disposal facilities for both Port Clyde and Tenants Harbor. As part of this plan, the Harbor Ordinance should include provisions for the restriction of discharges from boats utilizing the harbor areas.

This plan further recommends that the Town develop a local ordinance to regulate activities within intertidal flats. Shellfish beds which are currently closed due to pollution may be re-opened and provide additional commercial and recreational value to the municipality.

Finally, the plan recommends that the Town increase its revenues from utilization of harbor areas. This recommendation is made in response to the need for additional revenues to support routine harbor maintenance and supervision. In addition, the Town will require sufficient reserves to finance improvements to the Town landings, future dredging projects, and additional capital investment projects.







## NEW ENGLAND TRENDS

"Recreational and commercial fishing for marine and estuarine fish stocks that occurs off the northeastern United States results in landings that are a significant portion of total U. S. landings. Total U. S. commercial landings in 1989 are estimated to be more than 3,900,000 metric tons (mt), of which approximately 18 percent were from this region. Total U. S. recreational landings are estimated to exceed 200,000 mt (excluding Alaska, Hawaii, and Pacific coast salmon). Aggregate statistics for U. S. fisheries are described in detail in Fisheries of the United States, 1989. Of these landings, 24 percent were from foreign and 67 percent were from domestic commercial fishing, and 9 percent from recreational fishing. Landings in 1989 for both foreign and recreational fishing declined slightly (12 and 37 percent respectively) while the domestic commercial landings increased (6 percent).

Record increases in fishing effort continuing through the 1980's have reduced several new year classes before they were able to achieve full growth and reproduce. Continued high fishing effort expands this pattern, with populations of several species being dominated by only one or two age groups. While the causes of the changes in resource abundance shown by the indices of aggregate abundance described here are not completely understood, it appears that fishing is probably the major cause.

While further research is needed, especially in terms of the possible effects of environmental or climatic changes, the changes that have occurred following a decline in fishing in the mid-1970s and a subsequent doubling in the amount of fishing, are consistent with similar changes that were clearly seen when fishing effort in the North Sea declined during and then increased after World Wars I and II. The message that was clear then is no less clear today; reduced fishing would result in an increased abundance of fishery resources."<sup>5</sup>



## MAINE HARBORS

Information provided herein is based on the most recent data available from the Maine Department of Marine Resources. The 1989 data gathered includes documentation of commercial fishing activity within Maine harbors, based upon official State records. Analysis of the information is revealing in that it provides a profile of the importance of St. George's fishing industry compared with the industry Statewide.

Review of commercial fishing licensure within Maine reveals the following facts related to the industry:

- In the year of 1989, a total of 13,576 licenses were issued in Maine; of these, 316 were issued to out of state individuals or businesses.
- Of the total 13,260 licenses held within Maine, 1,755 were issued within Knox County, or 13% of total licensure within Maine.
- Records by county show that Knox County ranked 4th in licensure out of 16 counties within the State.

### Commercial Fishing Licensure in Maine, by County, 1989<sup>6</sup>

1. Cumberland	- 2662	9. Kennebec	- 214
2. Washington	- 2372	10. Androscoggin	- 165
3. Hancock	- 2191	11. Penobscot	- 136
4. Knox	- 1755	12. Oxford	- 45
5. Lincoln	- 1717	13. Somerset	- 29
6. York	- 951	14. Franklin	- 17
7. Sagadahoc	- 685	15. Aroostook	- 6
8. Waldo	- 310	16. Piscataquis	- 5

In the comparison of all municipalities within Maine, records show that St. George ranks 6th in the State for commercial fishing licensure, exceeded only by Harpswell, Portland, Waldoboro, Stonington and Brunswick:

Top 20 Municipalities in Maine,  
Commercial Fishing Licensure, 1989<sup>6</sup>

1. Harpswell - 646	11. Bristol - 257
2. Portland - 435	12. Beals - 255
3. Waldoboro - 317	13. Phippsburg - 248
4. Stonington - 307	14. Deer Isle - 244
5. Brunswick - 300	15. Boothbay - 240
6. St. George - 296	16. Friendship - 233
7. Addison - 293	17. Steuben - 229
8. Gouldsboro - 291	18. Machiasport - 201
9. Vinalhaven - 284	19. Milbridge - 200
10. Jonesport - 262	20. Lubec - 193

- Analysis of twenty coastal communities between Boothbay and Belfast reveals that St. George, with the exception of Waldoboro, held the most commercial fishing licenses within the region.

Commercial Fishing Licensure,  
Boothbay to Belfast Coastline, 1989<sup>6</sup>

1. Waldoboro - 317	11. Boothbay Harbor - 106
2. St. George - 296	12. Bremen - 91
3. Bristol - 257	13. Thomaston - 86
4. Boothbay - 240	14. Belfast - 57
5. Friendship - 233	15. Camden - 55
6. Rockland - 171	16. Rockport - 44
7. So. Thomaston - 143	17. Damariscotta - 38
8. Owls Head - 137	18. Newcastle - 25
9. South Bristol - 130	19. Northport - 25
10. Cushing - 130	20. Lincolnville - 22

- In the year of 1989, a total of 4893 seafood dealer licenses were issued in Maine; of these, 658 were issued to out of state individuals or business.
- Of the total 4235 dealer licenses held within Maine, 508 were issued within Knox County, or 12% of total licensure within Maine.
- Records by county show that Knox County ranked 3rd in dealer licensure out of 16 counties within the State:

Seafood Dealer Licensure in Maine,  
by County, 1989<sup>6</sup>

1. Cumberland - 760	9. Aroostook - 124
2. Hancock - 590	10. Androscoggin - 109
3. Knox - 508	11. Waldo - 87
4. York - 486	12. Somerset - 86
5. Washington - 401	13. Sagadahoc - 83
6. Lincoln - 371	14. Oxford - 66
7. Penobscot - 244	15. Franklin - 56
8. Kennebec - 222	16. Piscataquis - 42

- In the comparison of all municipalities within Maine, records show that St. George ranks 15th in the State for seafood dealer licensure:

1. Portland - 157	11. Ellsworth - 45
2. Rockland - 83	12. Boothbay Harbor - 45
3. South Portland - 73	13. Stonington - 42
4. Bangor - 68	14. Scarborough - 41
5. York - 62	15. St. George - 39
6. Brunswick - 59	16. Deer Isle - 38
7. Kennebunkport - 58	17. Jonesport - 38
8. Bar Harbor - 57	18. Lewiston - 38
9. Augusta - 55	19. Waterville - 36
10. Kittery - 54	20. Southwest Harbor - 35

Both Tenants Harbor/Long Cove and Port Clyde contain a significant commercial fishing fleet with supporting waterfront facilities and land uses. Port Clyde, however, is clearly more commercial in nature, due primarily to its deep water anchorage and suitability for larger vessels. In addition to the presence of commercial vessels and waterfront facilities, both harbors support aquacultural operations and provide opportunities for shellfish harvesting activities.

As a means of gaining a greater understanding of the local industry, types of commercial fishing licenses may be analyzed, as well as the types of seafood dealer licenses within the Town:

Commercial Fishing Licensure by Type,  
St. George, 1989<sup>6</sup>

License Type	Quantity	% of Total
Lobster & Crab	219	74%
Commercial Fishing	33	11%
Scallop Harvest	28	9%
Shellfish Harvest	13	4%
Seaweed Harvest	3	1%
Total Licensure	296	

Seafood Dealer Licensure by Type,  
St. George, 1989<sup>6</sup>

Dealer Type	Quantity	% of Total
Wholesale Seafood	15	40%
Retail Seafood	8	20%
Lobster Transport <sup>A</sup>	8	20%
Lobster Meat <sup>B</sup>	4	10%
Shellfish Transport <sup>C</sup>	4	10%
Total Dealer Licensure	39	

<sup>A</sup> Licensed to transport lobster out of state

<sup>B</sup> Licensed to sell cooked lobster meat

<sup>C</sup> Licensed to transport shellfish out of state

### SUMMARY

The figures presented indicate that the fishing industry within New England continues to provide a significant contribution to the national and regional economies. At the same time, it is apparent that continued high levels of fishing activity may result in the reduced abundance of fishery resources.

Within Maine and the mid-coast region, the Town of St. George is an important community servicing the fishing industry. Commercial activity within the Town is emphasized by fish harvesting rather than upon dealership and export of the catch. This may be in part due to St. George's isolated location and distance from U. S. Route One and other transportation routes.

Lobster is the primary species harvested and sold within St. George's fishing industry, which is the largest industry. To this point in time, St. George, unlike some coastal communities in Maine, has retained its maritime orientation, as well as its working waterfront.

**ANALYSIS and  
POLICY DEVELOPMENT**

## **Town of St. George**

### **HARBOR and WATERFRONT MANAGEMENT PLAN**

## **Analysis and Policy Development**

This section of the plan addresses existing conditions, analysis of those conditions, and sets forth goals and objectives which formulate the framework for plan recommendations and implementation strategies. Areas of focus include waterfront land, use public access and open space, port and harbor resources, and natural marine resources. Supportive maps are provided in the Appendices.

### **WATERFRONT LAND USE**

Route 131 is the "Main Street" within Tenants Harbor Village. Land uses adjacent to Route 131 include commercial establishments which provide goods and services to residents within the village as well as those residing in outlying areas. These include a grocery market and Farmers Restaurant on Route 131. Fish and seafood establishments include Cod End, as well as Arts Lobster Company and Withims Lobsters located on Barters Point Road.

Municipal services within Tenants Harbor include the post office, library, school and municipal office buildings. These facilities are all located on or adjacent to Route 131. Towards the harbor, land uses are primarily residential, with access from School Street, Water Street and Commercial Street. There is a recreation field between Water Street and Commercial Street which is privately owned but available to the Town for recreational use. The Sail Loft building, between the recreation field and the Town landing, served as a high school in the 1890's and is currently placed on the National Register of Historic Places. East of the Town landing, Cod End Restaurant and East Wind Inn provide for commercial and hospitality-oriented use of the waterfront.

Moving south from the village along Route 131, a residential pattern continues which is mixed with bed and breakfast establishments, home business, and craft shops. A large cemetery, baseball field and limited agricultural operations contribute to the open space in this area between Route 131 and Tenants Harbor. This section of the waterfront also includes significant undeveloped wooded areas along the upper reaches of the tidal flats extending south from the main harbor.

On Harts Neck Road in the area known as Elmore, existing land use is again residential. While the waterfront is mostly developed, many homes are sited in a wooded condition, which minimizes the visual impact from the water. Significant undeveloped natural areas occur, again concentrated adjacent to tidal flat areas.

#### Long Cove Waterfront

The Long Cove Waterfront, extending from Barbers Point to Seavey Cove and Clarks Island, is primarily residential, including seasonal homes. Residential development is concentrated along Barbers Point Road, on Haskell's Point, State Point, and along the south shore of Seavey Cove. Commercial fishing operations include an aquaculture facility in Haskell's Cove, as well as the Atwood Brothers lobster operation midway between Haskell's Point and State Point. Upland from the Atwood Brothers facility, there is an extensive granite quarry which is presently inactive. Clarks Island, the Spectacles, High Island and Northern Island enclose Long Cove on the seaward side. Development on most islands is limited to seasonal dwellings and fishing camps which are generally not visible from the mainland due to the impressive stands of evergreen vegetation upon the islands.



### Marshall's Point to Port Clyde

The Marshall's Point Light Station is a public open space area leased by the Town from the U.S. Coast Guard. There is a museum located in the keeper's house which is available for public use. Between Marshall's Point and the village at Port Clyde, land uses are residential, many of which are seasonal. An aquacultural commercial operation is located in a small cove beyond Factory Road. Concentrated developed areas occur along Factory Road and west of Marshall's Point Road; most of the area east Marshall's Point Road is undeveloped.

### Port Clyde Village

The village at Port Clyde is comprised of the most diverse mix of land uses within St. George. Founded as a fishing village, Port Clyde has retained its character; however, it has witnessed a transition of waterfront land use. The Monhegan Island ferry establishes Port Clyde as an arrival/departure terminal for ferry passengers. In so doing, a number of commercial operations service island residents as well as tourist populations. Port Clyde businesses include the ferry operation, Port Clyde General Store, Port Clyde Auto/Marine, gift shops, restaurants, and home occupations.

Municipal facilities in Port Clyde include the U.S. Post Office and Collins Park, which includes an outdoor basketball court. Many of the remaining properties are devoted to the commercial fishing industry, including the Port Clyde Co-op.

### Hupper Island

Forming the southwesterly limit of Port Clyde Harbor, Hupper Island is supplied with electrical power and telephone service from the mainland. Land uses on the island are limited to residential dwellings, most of which are seasonal homes. Although most developed areas are adjacent to the harbor, the shoreline appears mostly natural due to the presence of significant evergreen vegetation. The remainder of the island is comprised of undeveloped natural areas.

### Port Clyde Village to Horse Point

The Horse Point Road extends parallel to the shoreline, beginning at Port Clyde village and terminating at the Wyeth estate on Horse Point. This area includes aquacultural operations and commercial fishing facilities, including Johnny's Wharf and Port Lobster Company. The remaining land use is residential, with very little natural area remaining except for the northwest extremity of Horse Point itself. Off the shoreline in this area, Raspberry Island contains one seasonal dwelling and Blubber Island, across the harbor, contains one seasonal dwelling as well.

### Analysis

Land uses within shoreland areas adjacent to Long Cove, Tenants Harbor and Port Clyde are primarily residential. Exceptions to this pattern are the long-established commercial fishing uses which have historically played a major role on the waterfront. In Port Clyde, some non-fishing related commercial uses have developed within the village. These businesses generally occur on parcels without water frontage and are supported in part by the presence of the Monhegan ferry.

Land use trends in recent years are highlighted by increased residential development in waterfront areas. Home occupations have also increased within village areas and along Route 131. The commercial fishing industry, however, has retained its strong position as a major component of the waterfront.

The Committee has reviewed the proposed Shoreland Zoning districts and standards developed by the Planning Board in January, 1991. The proposed Shoreland Zoning provisions are supportive of existing development patterns and are sensitive to the needs to protect water dependent land uses.

As voiced by public opinion and comments, residents are satisfied with the existing development pattern on the waterfront. Inasmuch, there is no attempt to reduce or enlarge existing districts, but rather to maintain the status quo. It is felt that development restrictions imposed by Shoreland Zoning, as well as the National Resources Protection Act, are adequate to protect natural resources as well as existing village character.

The residents of St. George do not wish to encourage tourism in waterfront areas. Proposed Shoreland Zoning districts support this position in several ways. First, the water-dependent district (CFMA) serves to limit permitted uses to commercial fishing activities and protects existing commercial operations. Second, the marine residential district essentially limits permitted uses to single family homes and other non-intensive uses which do not support tourism activity. Finally, the limited commercial district which does, in part, support tourism is confined to a small section of Port Clyde village.

Future land use and tourism within waterfront areas will be, in part, dictated by infrastructure improvements. The Town recognizes this interrelationship and, as such, wishes to limit infrastructure improvements to accommodate existing infrastructure deficiencies.

### Policy Development

**Goal:** To promote the continuance of water-dependent uses, while maintaining the economic vitality and cultural heritage of waterfront areas.

#### **Objectives:**

1. Promote and protect water-dependent uses where site and harbor conditions are most favorable for such uses.
2. Land uses which are not water-dependent should be permitted in waterfront areas under the provisions of Shoreland Zoning district boundaries, provided that proposed uses are compatible with water-dependent uses.

3. Control future development to ensure its compatibility with environmentally sensitive areas.
4. Control future development to ensure its compatibility with the scale, bulk and architectural style of existing structures.
5. Implement improvements necessary to provide safe vehicular traffic and pedestrian circulation in waterfront areas.

### **PUBLIC ACCESS and OPEN SPACE**

#### **1. Tenants Harbor Town Landing**

Located at the foot of Commercial Street, this facility is a granite crib structure with a paved surface. The granite crib structure is deteriorating, as well as the paved surface of the landing. The wooden deck portion of the ramp and float system is also in need of repair.

Parking is provided at the landing (15 spaces) and also at the Town Hall and Odd Fellows Lodge (15 spaces). The total capacity of 30 spaces is adequate to support existing use; however, the remote parking areas are underutilized.

Currently, there is inadequate area above the launch ramp to accommodate turning movements by vehicles with boat trailers. The Town has recently appointed a special committee to further evaluate parking needs within Tenants Harbor.

#### **2. Port Clyde Town Landing**

Located at the terminus of Route 131 in Port Clyde village, this facility consists of a sloped granite pier extending into the harbor. The launch ramp is in fair condition; however, granite slabs at the base of the ramp restrict its use.

Parking is limited to three vehicles on the ramp surface itself. Parking problems in this area are seasonal in nature, and are exacerbated in summer months during peak use of the Monhegan ferry and village shops. In addition to parking deficiencies, there is inadequate area above the launch ramp to accommodate turning movements by vehicles with boat trailers.

The Port Clyde Parking Committee, appointed by the Town, has developed recommendations for 40 to 50 additional parking spaces to resolve parking deficiencies. Of these, 20-30 spaces are recommended at the Drift Inn Beach parking area. Signage at the Town landing will direct users to this new parking area.

3. Marshall's Point Light Station

This property, which includes a museum facility, is leased by the Town from the U.S. Coast Guard. There are no launch facilities, nor are there piers, wharves or floats accessible from the harbor. This site, however, is an extremely valuable amenity to St. George residents. With the open space, pedestrian areas and exceptional views, this area is the only such public facility within the study area which is directly located on the waterfront.

Private Access/Open Space Sites

Numerous private access sites support the commercial fishing industry and additional functional, recreational and tourist-related uses.

Several of these private facilities, as listed below, provide for some degree of public access to the waterfront. In addition to these sites, there are numerous private access facilities not available for public use.

Site/FacilityLocation

Atwood Brothers Seafood	Long Cove
Long Cove Lobsters	Long Cove
Great Eastern Mussel Farm	Long Cove
Withims Lobsters	Tenants Harbor
Arts Lobsters	Tenants Harbor
Lehtinen's Boat Yard	Tenants Harbor
Millers Wharf	Tenants Harbor
Cod End	Tenants Harbor
Monhegan Boat Line	Port Clyde
Port Clyde General Store	Port Clyde
Port Clyde Fishermens Co-op	Port Clyde
Johnny's Wharf	Port Clyde
Bay Lobster Co.	Port Clyde

Analysis

As is the case in many Maine coastal communities, traditional access locations are lost as property is sold to new owners who do not wish access to continue. Currently, access to the ocean is adequate to accommodate commercial activities within the harbors. This is due to the significant amount of private sites used by commercial fishermen for access purposes. If this trend does not continue, and an increasing number of fishermen become dependent on other means of access, the commercial demand for access will increase accordingly.

Recreational harbor users have the greatest need for improved access. Both town landings, constructed in the 1960's, are in need of maintenance repair work. Additional float space is needed to accommodate dinghy tie-up areas. In addition, parking areas are inadequate to handle the amount of current use. While the Town intends to satisfy the current demand, public opinion opposes accommodating future increased use at existing landings. Tenants Harbor is currently closed to additional moorings and the harbor master has established a waiting list. While Port Clyde harbor can accommodate additional moorings, there is no land area currently available to support increased parking needs associated with future moorings.

Public opinion favors the recommendation that the Town pursue the development of a new access facility or facilities outside of the villages of Tenants Harbor and Port Clyde. This approach will satisfy future demand for access without further impact upon these villages created by traffic, parking, and related activities.

With respect to open space, public opinion favors the preservation of waterfront areas for this purpose. To some extent, open space is protected by the provisions of Shoreland Zoning and the Natural Resources Protection Act. While the Committee feels that acquisition of land for open space is desirable, this is only acceptable if the private land owner is willing to sell, donate, or grant easements over the property.

The Town has established a \$10,000.00 reserve account for acquisition of land for public purposes. This account is reviewed annually as the annual budget is prepared by the Town.

### **POLICY DEVELOPMENT**

**Goal:** To ensure adequate future public access to shoreline areas while maintaining the environmental integrity of the coast, and to promote the retention and development of open space in waterfront areas.

#### **Objectives:**

1. Ensure the perpetuity of use of existing public access sites and recreation areas.
2. Maintain and improve existing public access sites as required for functional use and safety.
3. Ensure that future public access needs for commercial fisherman and related maritime activities are met.
4. Ensure that adequate off-street parking needs are provided for existing public access sites.

5. Limit off-street parking improvements to satisfy existing needs at the town landings. Accommodate future access by developing a new facility, or facilities, outside of the villages of Tenants Harbor and Port Clyde.
6. Acquire property from willing landowners, or seek gifts of land or perpetual use agreements to provide the assurance of recreational swimming opportunities, waterfront parks and walking trails, open space preservation, and other passive waterfront uses to current and future residents.

## PORT AND HARBOR FACILITIES

### Navigation and Mooring Areas

Analysis of Town records and recent aerial photographs yields the following information respective to existing mooring capacity:

<u>Location</u>	<u>No. Moorings</u>
Long Cove	29
Tenants Harbor	200
Port Clyde	152
Total Moorings	381

Long Cove is basically an extension of Tenants Harbor and is relatively shallow, limiting its potential for moorage capacity. In addition, Long Cove is a locally important area for lobster harvesting; commercial fishermen stated opposition to utilizing this area for increased moorings.



Tenants Harbor is bisected by a 275 foot wide Federal channel extending into the harbor within 200 feet of the Town landing. Numerous moorings are located within the Federal channel. The U.S. Army Corps of Engineers has indicated that the Town may reduce the effective channel width to 75 feet. Tenants Harbor is presently at capacity and there is a waiting list for mooring space. The present channel is inadequately marked and difficult to navigate. Also, there are little or no fairways between the channel and the shorelines, which increases navigation problems. Finally, access to and from the Town landing is difficult due to the alignment of the float system and its proximity to the Cod End pier.

At Port Clyde, the channel is not federally controlled and is less restrictive than in Tenants Harbor. The U. S. Coast Guard has contacted the Town and may establish channel demarcation within the harbor. Port Clyde has adequate space to allow for increased moorings; however, there is no public land available to support parking facilities. A special need within the harbor is to continue to maintain adequate approach area for vessels to and from the Monhegan ferry pier. Access to and from the Town landing is difficult due to its configuration and proximity of adjacent pier structures.

#### Natural Marine Resources

Evaluation of National Wetland Inventory maps and U. S. Fish and Wildlife maps entitled "An Ecological Characterization of Coastal Maine" reveals several sensitive resource areas in St. George. Seavey Cove, an extension of Long Cove, contains saltwater mussel beds and extensive coastal wetlands within the intertidal zone. Haskell's Cove supports a soft clam bed environment and an aquaculture impoundment basin.

In Tenants Harbor, the upper reaches of the harbor support habitat for soft clams and marine worms. In Port Clyde Harbor, there are two aquaculture impoundment basins, as well as saltwater mussel beds at the north end of Hupper Island. Also sensitive is the Marshall Point Marine Invertebrate Area which supports a number of rare marine species.

In addition to these mapped areas, most of the coastline in Long Cove, Tenants Harbor, and Port Clyde Harbor contains coastal wetland environments. One hundred year flood zones overlap these wetland areas and flood elevations range from 10 feet to 19 feet above sea level.

The Department of Marine Resources regulates shell fish harvesting in two intertidal areas within the study area; Area No. 28, which includes Long Cove and Tenants Harbor, and Area No. 28A, which includes Port Clyde Harbor and offshore islands. These areas are presently closed to harvest activities due to pollution within offshore waters.

Pollution is caused by both point and non-point sources. Point sources are direct overboard discharges of sewage effluent from land development and vessels in the harbors. There are no vessel septage pump-out facilities in either harbor. Non-point sources include groundwater contamination from septic systems, as well as pollution created by runoff from land disturbance activities, agricultural operations and from coastal roadways.

### Analysis

Analysis of needs associated with port and harbor resources includes evaluation of harbor facilities, navigation and mooring requirements, and potential impacts upon natural marine resources. Evaluation of facilities at the town landings is discussed previously within this section of the plan.

Within Long Cove, use of the harbor is divided between commercial landing facilities, aquaculture operations, and waterfront resident/recreational moorings. This harbor is an important lobster harvest area, as well. Mooring density is slight and there are few conflicts between user groups within Long Cove. Due to the lack of access, harvesting needs and generally shallow conditions, however, the Committee does not propose intensive use of this area for vessel moorings.

In Tenants Harbor, there is an urgent need to establish and mark the main channel to allow for improved navigation and safety. Tenants harbor supports an increasing number of recreational boats which threaten commercial use of the harbor. In addition, there is a need to create fairways between the main channel and the shoreline. This is especially important on the north shoreline which supports a concentration of commercial landing facilities. Public opinion does not support dredging between the main channel terminus and the town landing, which had been initially considered by the Committee.

At Port Clyde, the channel is not restrictive to navigation and dredging is not required due to the depth of the harbor. Although recreational boats are mixed with commercial boats, conflicts are not problematic as is the case in Tenants Harbor. Commercial facilities are numerous on the shoreline and the harbor supports an efficient commercial population.

Respective to natural marine resources, the Town has taken many positive steps in recent years to correct water pollution problems. There are numerous septic overboard discharges in St. George; however, through funding by the Maine D.E.P., several of these have been eliminated over the past eight years. This is a priority with the Town and will continue as long as funding assistance is available. In addition, the Town has worked closely with the Maine D.M.R. to identify and manage non-point sources of pollution. Water quality testing is conducted regularly as part of a long-range plan to re-open local flats to harvesting activities. The Town is currently engaged in a sewer system study for Port Clyde. The Committee finds that the Town is committed to its marine pollution problems and should continue to correct these problems.

### Policy Development

**Goal:** To maximize the utilization and maintenance of port and harbor areas while protecting water quality, marine resources, and functional water-dependent uses.

### **Objectives**

1. Increase harbor supervision at Town landings and in harbor areas on a seasonal basis. Payment for increased harbor supervision should be derived from increased revenues from harbor use.
2. Develop mooring plans for Tenants Harbor/Long Cove and Port Clyde Harbor to increase the efficiency of mooring areas and to comply with Federal and State mooring regulations.
3. Designate and mark a 75 foot navigation channel in Tenants Harbor. Channel width should be established in compliance with Federal requirements. If necessary, existing moorings will be relocated in order to ensure adequate channel widths.
4. Increase float space and dinghy space as required to meet current needs.
5. Modify the condition of Town Landings to improve safety and reduce liability to the Town.
6. The Town should utilize the following methods for increasing revenues from harbor use:
  - A. Increased rates for existing fees charged.
  - B. New fees for use of existing facilities.
  - C. Future fees for use of future facilities.
7. Promote the continuance of existing aquaculture operations and foster the development of future aquaculture operations.

8. Continue to work with the Department of Marine Resources regarding impacts on water quality resulting from existing and future pollution sources. Identify and mitigate existing pollution resulting from subsurface septic disposal, overboard septic discharge into coastal waters, and vessel septage discharge into harbor waters.
9. Improve, implement and enforce local ordinances in order to control the impact of stormwater runoff, phosphorous generation, and erosion on water resources resulting from construction and development projects.



**Town of St. George**  
**HARBOR and WATERFRONT MANAGEMENT PLAN**  
**Implementation Program**

**PROPOSED REVISIONS TO ZONING AMENDMENTS**

**Shoreland Zoning**

St. George is currently in the process of revising its Shoreland Zoning Ordinance as mandated by the mandatory Shoreland Zoning Act, 38 MRSA 435-449, which requires that municipalities adopt shoreland zoning ordinances consistent with, or no less stringent than, those minimum guidelines.

The Planning Board has drafted recommendations (dated January 22, 1990) to revise the current Shoreland Zoning Ordinance which was adopted March 15, 1988 at Town Meeting. The Harbor and Waterfront Management Plan Committee has reviewed these recommendations and with few exceptions is in agreement with the proposed revisions. Maps of proposed district boundaries are available at the Town offices for inspection. These maps are not printed with this plan due to possible revisions of district boundaries prior to adoption by the Town. The recommendations, with exceptions as noted, are as follows:

**TENANTS HARBOR / LONG COVE**

**MARINE RESIDENTIAL DISTRICT**

The Marine Residential District includes those areas suitable for residential and recreational development. It includes areas other than those in the Resource Protection District, or Stream Protection District, and areas which are used less intensively than those in the Limited Commercial District, or the Commercial Fisheries/Maritime Activities District.

- This district encompasses most of the shoreland adjacent to Tenants Harbor and Long Cove, extending from Harts Neck to Seavey Cove, excepting areas devoted to commercial fishing activities.

#### COMMERCIAL FISHERIES/MARITIME ACTIVITIES DISTRICT

The Commercial Fisheries/Maritime Activities District includes areas where the existing predominant pattern of development is consistent with the allowed uses for this district as indicated in the Table of Land Uses and other areas which are suitable for functionally water-dependent uses, taking into consideration such factors as:

- Shelter from prevailing winds and waves;
- Slope of the land within 250 feet, horizontal distance, of the normal high-water line;
- Depth of the water within 150 feet, horizontal distance, of the shoreline;
- Available support facilities, including utilities and transportation facilities; and
- Compatibility with adjacent upland uses.
- This district includes all properties with shoreland frontage, extending from the Tenants Harbor Town Landing to Barters Point, as well as individual properties between Barters Point and Haskells Cove which contain functional water dependent uses.

#### PORT CLYDE

#### MARINE RESIDENTIAL DISTRICT

- Refer to previous description of land use activity.
- This district includes most of the shoreland between Marshall Point and the Port Clyde village center, excepting areas devoted to commercial fishing activities. This district also includes the properties between the terminus of Horse Point Road and Hupper Point.



#### COMMERCIAL FISHERIES/MARITIME ACTIVITIES DISTRICT

- Refer to previous description of land use activity.
- This district is the dominant shoreland zone adjacent to Port Clyde Harbor, which is a testament to the importance of the commercial fishing industry within the harbor. This district includes all property with shoreland frontage, extending from the former cannery site to the terminus of Horse Point Road.

#### LIMITED COMMERCIAL DISTRICT

The Limited Commercial District includes areas of mixed, light commercial and residential uses, exclusive of the Stream Protection District, which should not be developed as intensively as the General Development District. This district includes areas of two or more contiguous acres in size devoted to a mix of residential and low intensity business and commercial uses. Industrial uses are prohibited.

- In response to the changing economic and cultural conditions affecting Port Clyde village, this district is implemented in order to limit the non-conforming status of several properties. The district includes the whole or part of 11 properties clustered at the terminus of Route 131 at Port Clyde. These properties were formerly included in the Commercial Fisheries/ Maritime Activities District, and do not include shoreland frontage.

#### Exceptions to Proposed Shoreland Zoning

The following exceptions to the proposed Shoreland Zoning Ordinance are recommended in accordance with the implementation strategies of the Harbor and Waterfront Management Plan:

- No exceptions pertain to proposed district boundaries.

- Amend Section 14, Table of Land Uses, such that "Public and private parks and recreation areas involving minimal structural development" are permitted within the CMFA district. (Change from "N" to PB9). Include a new note (#9) to the Table of Land Uses, specific to this land use, which limits this use to "public facilities only" with a permit issued by the Planning Board.
- This exception is proposed in response to the recommendations contained in the Waterfront Plan specific to waterfront parks, open space, and town landing activities within the CMFA district in Tenants Harbor and Long Cove.

### General Zoning Amendments

Recommendations contained herein define additional implementation strategies designed to promote the policies established during the planning process. Specifically, these recommendations pertain to the provision of public access and open space within waterfront areas, the establishment of architectural compatibility requirements, and provisions for the protection of natural and marine resources. It is important to note that these proposed amendments are subject to the zoning recommendations developed by the St. George Comprehensive Plan Committee. The Comprehensive Plan, currently in the preparation process, must establish the basis for all future zoning regulations.

#### **PUBLIC ACCESS / OPEN SPACE**

Whereas the residents of St. George have limited public access / open space opportunities within waterfront areas and that the Town does not own or has limited capability to acquire land to support these facilities, the Town should consider the encouragement of future development projects to incorporate public access / open space

## **ARCHITECTURAL COMPATIBILITY**

This recommendation is developed specifically to preserve the architectural heritage and character of Tenants Harbor village and Port Clyde. Its purpose is to protect the aesthetic and visual character of existing land use within village districts and to ensure the compatibility of future development within these areas.

The Planning Board shall undertake the development of guidelines to establish architectural review criteria, as well as the extent of the areas affected by these guidelines. Design criteria includes the following components:

- The intent of the design review is not to stifle innovative architecture but to assure respect for the existing patterns and style of the built environment.
- Proposed development shall be compatible with the scale and bulk of existing development conditions.
- The architectural design of structures and their materials and colors shall be visually harmonious with the overall appearance, history and cultural heritage in the neighborhood, with natural land forms and existing vegetation, and with other development plans already approved by the Town in the neighborhood. The height, mass and exterior finishes should be compatible with the neighborhood character. Long, monotonous facade designs for any buildings, including, but not limited to, those characterized by the unrelieved repetition of shape or form or by the unbroken extension of line, are not acceptable. Pitched roofs and roofs having light reflective properties less than those of unfinished sheet metal are strongly encouraged.<sup>1</sup>

- Minor External Changes: External changes to waterfront improvements and existing structures and sites subject to review by the Committee shall be consistent with all Guidelines and Standards in this Section. External changes of a minor nature include external color and structural materials changes, parking lot additions and alterations, relocation of accessory structures, and similar minor changes as determined by the Administrator. Some minor external changes may also require development plan approval.<sup>1</sup>

#### PROTECTION OF NATURAL AND MARINE RESOURCES

The purpose of these proposed amendments is to establish increased control over potential adverse impacts to land and water resources. Together with the provisions of the proposed Shoreland Zoning Ordinance, these measures are recommended to protect the environmental integrity of coastal areas.

- Require detailed maps of floodplain areas, wetland areas and soil groupings as part of the ordinance governing future development projects.
- Require impact assessments of future development upon wildlife habitat, marine resources, unique natural areas, and other environmentally sensitive areas.
- Require detailed erosion and sedimentation control plans for future development projects. The Town shall perform periodic inspections of erosion and sedimentation control measures at the expense of the development proposer.
- Require groundwater and surface water impact studies as part of the ordinance governing future development projects.
- To the extent feasible, regulate the use of chemicals and other pollutants which may affect groundwater, surface water and marine water resources.
- Refer to proposed revisions to the Harbor Ordinance for additional recommendations pertaining to the protection of marine resources.

## **PROPOSED REVISIONS TO THE HARBOR ORDINANCE**

Recommendations contained herein are based upon the St. George Harbor Ordinance adopted at Town Meeting on March 15, 1988. The recommendations are based upon the content of the 1991 Harbor and Waterfront Management Plan.

### **Purpose**

The purpose of the ordinance should be expanded to address the following issues:

- Regulation of activities at Town landings.
- Protection of water quality and marine resources.
- Regulation of activities related to shell fish harvesting and use of intertidal zones.

### **Harbor User Fees**

The Harbor and Waterfront Management Committee finds that mooring fees in St. George are considerably lower than those of other Maine coastal communities. St. George may be vulnerable to non-resident boaters seeking lower fees than are assessed in neighboring municipalities. Finally, the Town is limited in its ability to provide adequate infrastructure, maintenance, and supervision of harbor areas with present revenues derived from the use of harbor resources.

In order to generate adequate income for the Town to properly manage its harbor resources, it is recommended that the Town increase harbor use fees, as well as establish additional fees presently not in effect. Specific rates are not suggested herein; rather, it is recommended that the Harbor Committee establish these rates in accordance with respect to necessary capital improvements and operational expenses. User fees are needed by the Town to finance the following:

- Fiscal expenditures recommended by this plan.
- Annual maintenance of Town landings and harbors.
- Improved enforcement at Town landings and harbors.

#### **INCREASED RATES FOR EXISTING FEES CHARGED**

- The current fees charged for new moorings (\$25.00) and the annual registration fee (\$2.00) are unusually low for fees charged in other municipalities. Average annual registration fees charged for similar harbors proximate to St. George are \$30.00 for residents and \$90.00 for non-residents. The Harbor Committee shall determine the appropriate rate increase and, with public participation and comment, request approval of these rates from the Board of Selectmen. Under Maine law (38 M.R.S.A., Chapter 1), the Town may establish non-resident fees up to five times higher than resident fees.

#### **NEW FEES FOR USE OF EXISTING FACILITIES**

- Municipalities may charge fees for the privilege of using Town landings, including boat launching ramps and dinghy tie-up areas; these fees can be utilized for the construction, maintenance and supervision of these facilities. At Tenants Harbor and Port Clyde Town landings, the Town should charge reasonable fees for use of launch ramps and dinghy floats.

#### **FUTURE FEES FOR FUTURE HARBOR FACILITIES**

- Long-range recommendations for harbor improvements include the utilization of municipal berthing slips, public restrooms, dinghy storage racks, and other facilities designed to increase the efficiency of harbor resources. As these facilities are planned and implemented, the Town should assess reasonable user fees to finance these improvements.

### Allocation of New Moorings

The present harbor ordinance specifies the priority placed upon certain harbor user groups according to resident vs. non-resident status. As defined by Title 38, M.R.S.A., a "resident" is any person who occupies a dwelling for more than 180 days within a calendar year. Because of potential legal problems and the terms of funding assistance from Federal agencies, this criterion for allocation should be deleted. The resident vs. non-resident prioritization may violate the equal protection aspects of the U. S. Constitution and the Maine Civil Rights Act. In addition, the Corps of Engineers requires "equal access to all" regardless of residency status. If a municipality fails to recognize this requirement, Federal funding assistance will not be granted for dredging or other navigation projects.

### Supervision, Enforcement, Penalties

The Harbor Ordinance should be revised to incorporate the supervisory capacity of the Harbor Master as prescribed by Title 38, M.R.S.A. The ordinance should also identify the St. George Harbor Committee as the body available to the Harbor Master for assistance in the administrative aspects of his responsibilities. While the existing ordinance refers to penalties for non-payment of fees, a more clear statement should be added specific to penalty provisions of Title 38, M.R.S.A.

## **HARBOR MOORING PLANS**

Future mooring plans have been developed for Tenants Harbor/ Long Cove, as well as Port Clyde Harbor. These plans are developed in relation to the Maine State Plane Coordinate System. Relocation of moorings may be required to accomplish efficiency of harbor use, improved navigation and safety, and separation of harbor user groups. Mooring pools are segregated into the following categories:

- **Commercial boats.**
- **Recreational sail boats.**
- **Recreational power boats.**

Mooring plans are available at the Town offices for inspection. These plans do not increase the mooring areas as currently defined by the harbor ordinance, but rather organize mooring areas through the application of the grid system. This will allow the harbormaster to improve mooring allocation and placement. Proposed mooring pool placement and allocation by user group is similar to existing conditions; therefore, relocation of moorings is proposed as minimal.

## **MUNICIPAL ACTION PLAN**

### **A. Action Plan: Tenants Harbor Village**

- A-1 Replace channel markers to establish a 75 foot main channel in the harbor.
- A-2 Repair granite crib wall and pavement surface at the Town landing.
- A-3 Repair wooden deck at the Town landing.
- A-4 Encourage increased utilization of parking areas designed to support the Town landing. These areas are located at the Town office and at the Odd Fellows Lodge. Enforcement of parking violations should be undertaken if and when the Town employs seasonal or permanent enforcement officials.
- A-5 Implement revisions to the harbor ordinance; include definitions, fees, sewage disposal, and related topics.



- A-6 Re-align the municipal ramp and float system to reduce conflicts with the launch ramp and Cod End pier. The new alignment should be positioned parallel to the launching ramp. Specific design analysis shall respect the riparian right of abutting property owners.
- A-7 Acquire property or perpetual use rights to support Town landing use within Tenants Harbor village. The need identified for additional property is primarily focused upon the improvement of the turning area above the launch ramp. As the Town of St. George does not support property acquisition through the eminent domain process, any property purchased must be publicly available for sale, or must be sold willingly to the Town at a fair market value.
- A-8 Expand the existing municipal float system to accommodate additional dinghy space and a temporary berthing area.
- A-9 Improve the intersection at Route 131, Mechanic Street and Sea Street/Barbers Point Road to improve vehicular and pedestrian safety.
- A-10 Maintain and improve, where necessary, pedestrian sidewalks on Route 131 to ensure pedestrian safety.
- A-11 As a long-range solution to parking problems associated with the Town landing, the Town should pursue the development of a new access facility outside of the village of Tenants Harbor. This recommendation is aimed at alleviating the current and future pressures placed upon the village created by the use of the Town landing. A similar recommendation is presented for Port Clyde. Ideally, a new access facility should be located somewhere between Tenants Harbor and Thomaston, and readily accessible from Route 131.

**B. Action Plan: Port Clyde Village**

- B-1 Clear granite slabs at base of launch ramp at Town landing.
- B-2 Place range at Town landing to improve navigation to and from the landing.
- B-3 Establish clear directional signage to waterfront destinations at the intersection of Route 131 and Glenmere/Marshall's Point Road. This recommendation is developed to reduce traffic in the immediate waterfront area; in particular, tourists whose destination is the Marshall's Point Light.
- B-4 Repair wooden deck at the Town landing.
- B-5 Construct a 200 foot sea wall along the easterly side of the Town landing, including pilings, concrete cap, pave upper surface for parking.
- B-6 Improve the intersection of Route 131 and Factory Road such that the primary flow of traffic is directed away from an already congested area near the Town landing.
- B-7 Maintain and improve, where necessary, pedestrian sidewalks on Route 131 to ensure pedestrian safety.

- B-8 Acquire property or perpetual use rights to support Town landing use within Port Clyde village. The need identified for additional property is primarily focused upon the improvement of the turning radius above the launch ramp. In addition to improved utilization for boat trailer users, this turning area will also alleviate problems caused by use of recreational vehicles, snow plows, and emergency vehicles. As the Town of St. George does not support property acquisition through the eminent domain process, any property purchased must be publicly available for sale, or must be sold willingly to the Town at a fair market value.
- B-9 As a long range solution to parking problems associated with the Town landing, the Town should pursue the development of a new access facility outside of the village of Port Clyde. (See additional recommendations A-11).

## **PRIORITIES AND FISCAL EXPENDITURES**

This section of the plan organizes the recommendations in terms of the implementative responsibility relating to recommendations, the timeframe for implementation, and projected fiscal expenditures. Timeframe categories include "immediate" (1-2 years), "short-term" (2-5 years), and "long-term" (5-10 years).

### **IMMEDIATE IMPLEMENTATION (1-2 Years)**

<b>Recommendation Reference</b>	<b>Implementation Responsibility</b>	<b>Fiscal Expenditure</b>
A-1	Harbor Committee	\$ 1,500.00 (1992)
A-2	Harbor Committee	\$10,000.00 (1993)
A-3	Harbor Committee	\$ 1,500.00 (1993)
A-4	Town Manager	Not Applicable
A-5	Harbor Committee	Not Applicable
A-6	Harbor Committee	Annual Harbor Maintenance Funds
B-1	Harbor Committee	\$ 400.00 (1992)
B-2	Harbor Committee	\$ 250.00 (1992)
B-3	Town Manager	\$ 250.00 (1992)
B-4	Harbor Committee	\$ 2,000.00 (1993)

**SHORT-TERM IMPLEMENTATION (2-5 Years)**

<b>Recommendation Reference</b>	<b>Implementation Responsibility</b>	<b>Fiscal Expenditure</b>
A-7	Town Manager	Public Land Acquisition Funds
A-8	Harbor Committee	Annual Harbor Maintenance Funds
A-9	Town Manager	M.D.O.T. Funding
A-10	Town Manager	Annual Sidewalk Improvement Funds
B-5	Harbor Committee	\$30,000.00 (1995)
B-6	Town Manager	M.D.O.T. Funding
B-7	Town Manager	Annual Sidewalk Improvement Funds
B-8	Town Manager	Public Land Acquisition Funds
B-3	Town Manager	\$ 250.00 (1992)
B-4	Harbor Committee	\$ 2,000.00 (1993)

**LONG-TERM IMPLEMENTATION (5-10 Years)**

<b>Recommendation Reference</b>	<b>Implementation Responsibility</b>	<b>Fiscal Expenditure</b>
A-11	Town Manager	Not Determined
B-9	Town Manager	Not Determined

## **TECHNICAL AND FINANCIAL ASSISTANCE**

### **TECHNICAL ASSISTANCE**

Coastal communities working to protect water dependent uses or develop other strategies to implement Maine's Coastal Policies can obtain technical assistance from the coastal planning staff at the Office of Comprehensive Planning, Department of Economic and Community Development, Station #130, Augusta, ME 04333. For information or assistance, please contact Francine Rudoff, Kirk Schlemmer, or Tamara Risser at 289-6800. Additional assistance may be obtained from the following organizations:

**Eastern Mid-coast Planning Commission**  
9 Water Street  
Rockland, ME 04841  
Contact: Tom Ford at 594-2299

Other sources of technical assistance include the following organizations:

**Maine Coast Heritage Trust (MCHT)**  
P. O. Box 416  
Topsham, ME 04096  
729-7366  
or  
P. O. Box 426  
Northeast Harbor, ME 04662  
276-5156

MCHT promotes conservation of Maine's coastline and islands by negotiating gifts of land and easements to conservation organizations. MCHT offers professional advice and assistance to land owners, land trusts, and municipalities.

**Maine Municipal Association (MMA)**  
Community Drive  
Augusta, ME 04330  
623-8428

MMA provides assistance to towns in developing zoning ordinances, local code enforcement and legal affairs.

## **Financial Assistance**

A number of sources also provide financial assistance to Maine communities to support projects which enhance opportunities for waterfront and harbor improvements.

**Coastal Planning Grants** are available for municipal waterfront and harbor planning activities. These activities should result in implementation strategies to further Maine's Coastal Policies. Contact the Office of Comprehensive Planning, Department of Economic and Community Development, 289-6800.

**Coastal Implementation Grants** are available for the development of zoning ordinances, harbor ordinances, detailed public access plans, and other implementation efforts. Contact the Office of Comprehensive Planning, Department of Economic and Community Development, 289-6800.

**Community Revitalization Grants** are available for downtown revitalization, housing rehabilitation public facility improvements, and other local programs that benefit low and moderate income people.

For further information, contact the Office of Community Development, Department of Economic & Community Development, 289-6800.

**Land & Water Conservation Fund Grants** are available to support the acquisition and/or development of outdoor recreation facilities, including waterfront parks.

For further information, contact the Office of Comprehensive Planning, Department of Economic & Community Development, 289-6800.

**Boating Facilities Program** award grants for the acquisition development and improvement of state, regional or local recreational boat access sites. Funds for the program are derived from the state gasoline tax.

For further information, contact the Bureau of Parks & Recreation, Department of Conservation, 289-3821.

**The Maine Department of Transportation** may have funding available as MDOT has conducted a State-wide study of port and harbor needs which places an emphasis on funding projects not traditionally funded by State and Federal programs. Contact MDOT, Division of Ports and Marine Transportation, 289-2841.

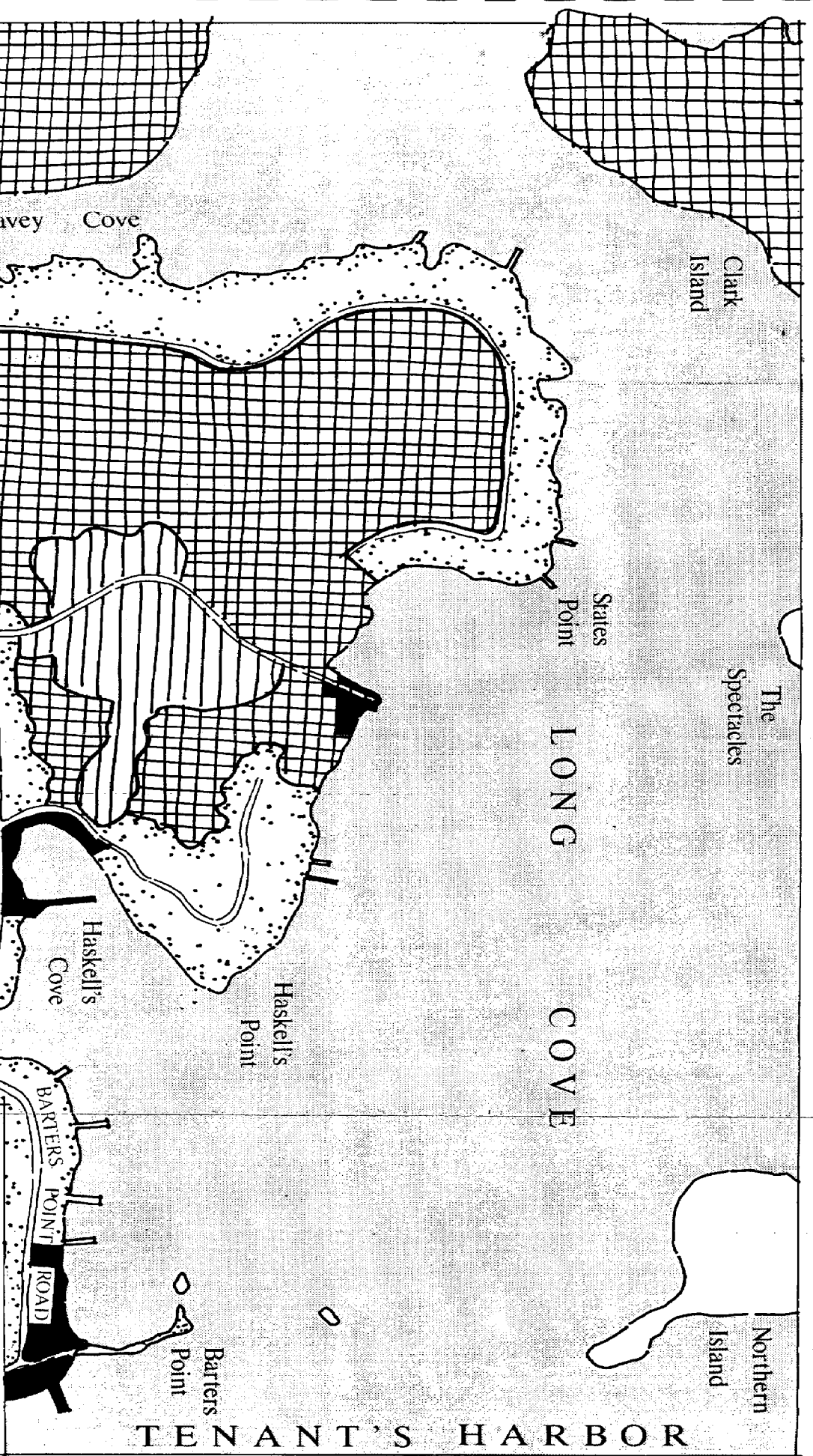
**The Maine Department of Environmental Protection** administers Section 205; water quality planning grants for projects determining the nature, course and extent of water pollution. A local match of funds is not required, but may be helpful in the approval process. Contact the Maine D.E.P., 289-3901.

**The U. S. Army Corps of Engineers** funds dredging projects, but requires a local match. For Congressionally authorized maintenance dredge projects, the Army Corps pays 100% of the cost of dredging, but the local government is responsible for locating, procuring and preparing the disposal site. For improvement projects (small-scale navigational dredging projects that occur outside of Congressional approval), the local government must share the cost of dredging as well as locate, procure and prepare the disposal site. Typically, the local share of dredging costs is between 20% and 50%, but it can be more. Contact the Maine office at 623-8367.





**The Economic Development Administration** administers public works grants, which in the past have included commercial fishing piers. EDA prefers to work in conjunction with development plans. The limited financial resources of the agency may preclude use of this funding course at this time. Contact the EDA, 623-8367.



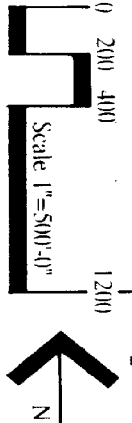
# APPENDICES



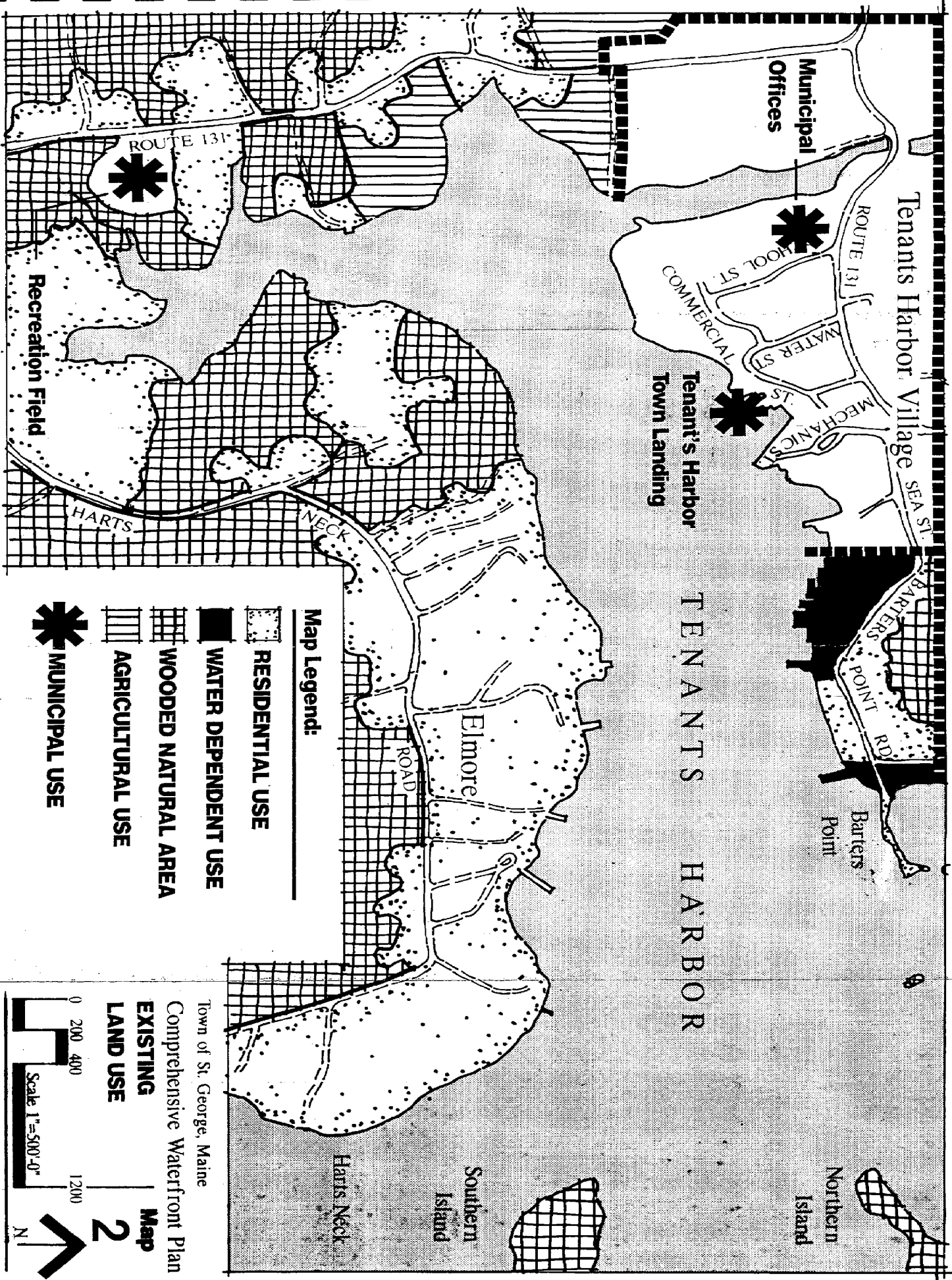
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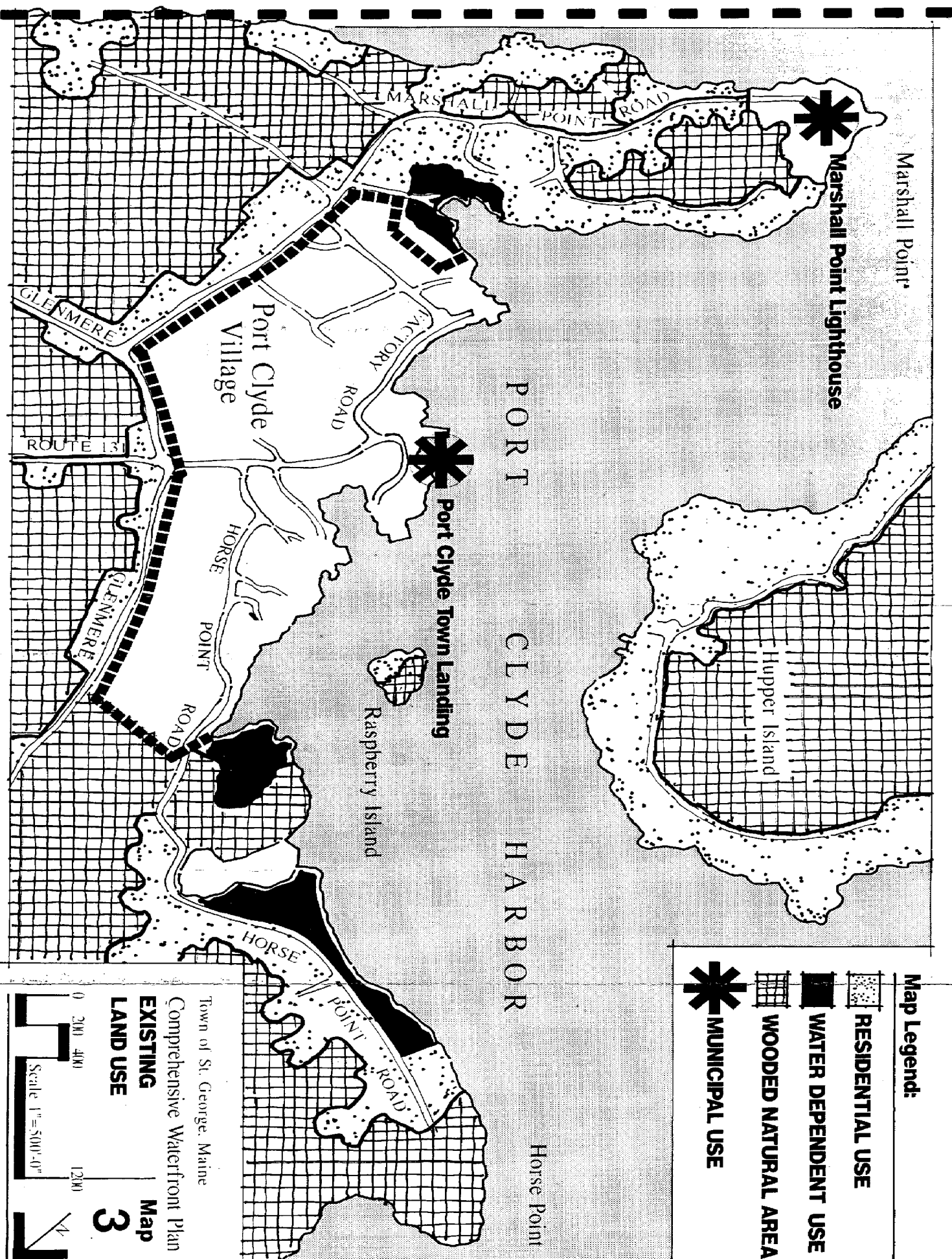
-  **RESIDENTIAL USE**
-  **WATER DEPENDENT USE**
-  **WOODED NATURAL AREA**
-  **MINERAL EXTRACTION SITE**

Town of St. George, Maine  
 Comprehensive Waterfront Plan  
**EXISTING**  
**LAND USE**  
**Map**







August 1991

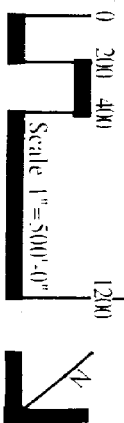


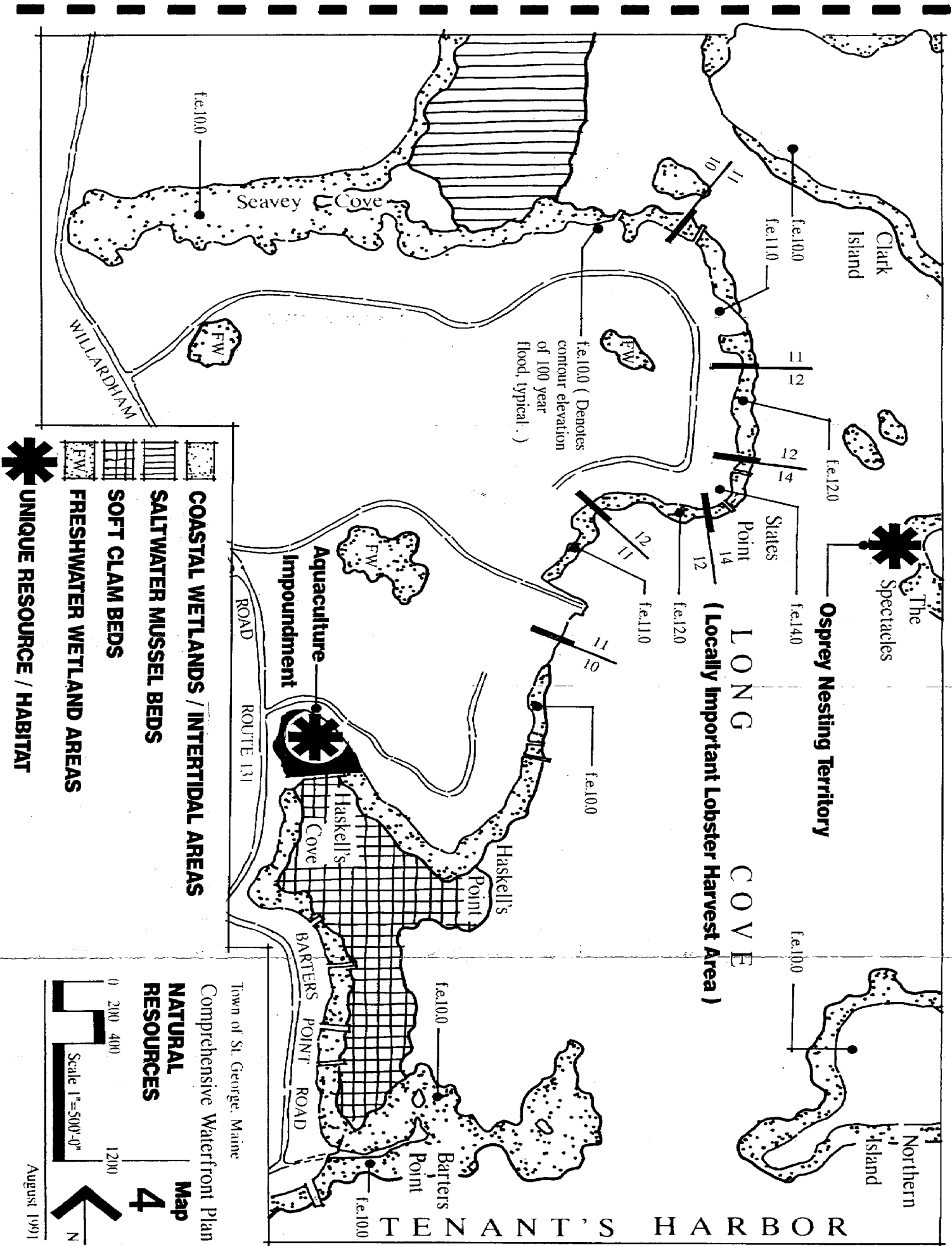


**Map Legend:**

-  **RESIDENTIAL USE**
-  **WATER DEPENDENT USE**
-  **WOODED NATURAL AREA**
-  **MUNICIPAL USE**





Town of St. George, Maine  
 Comprehensive Waterfront Plan  
**EXISTING**  
**LAND USE**  
**Map 3**

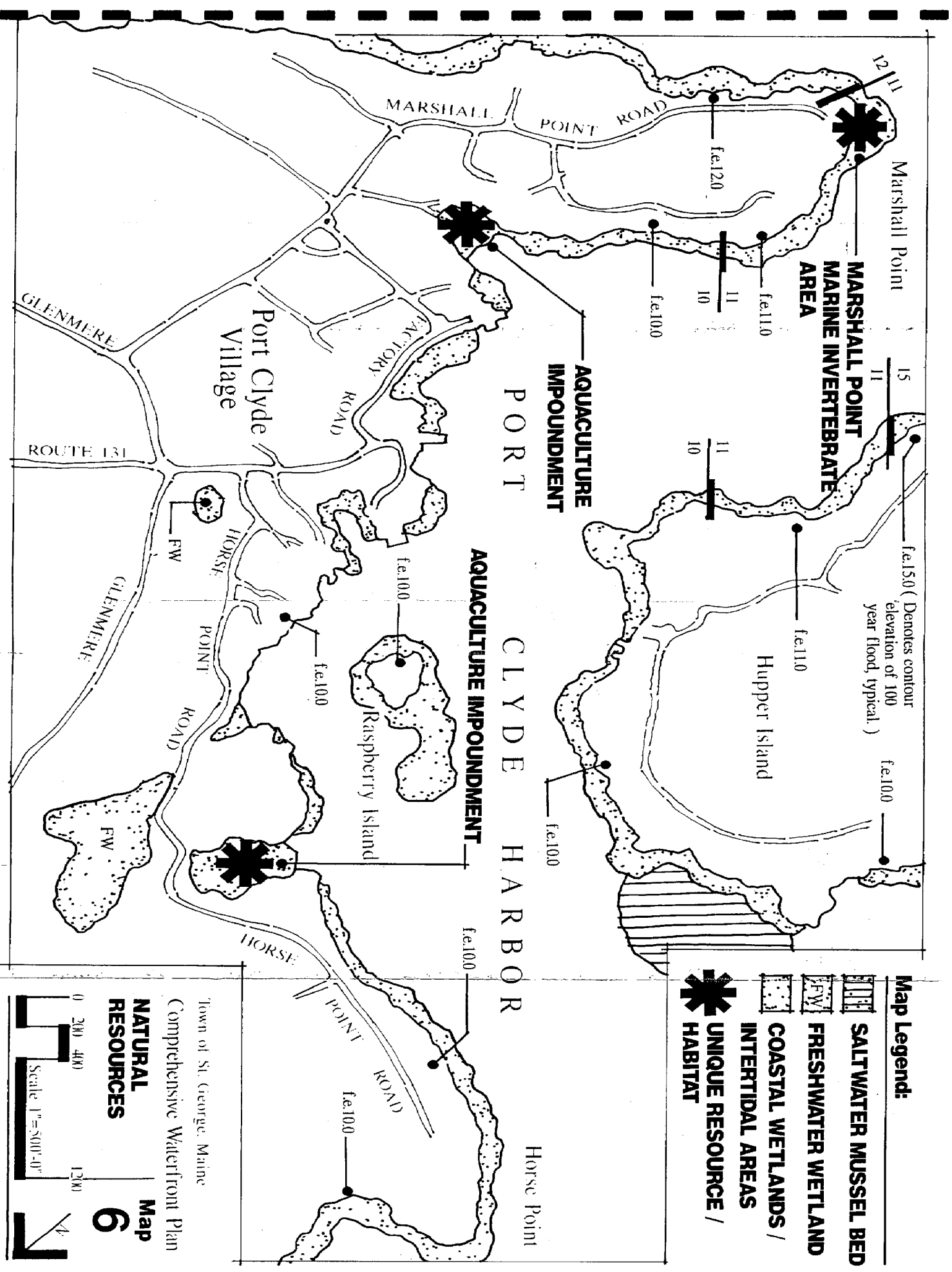




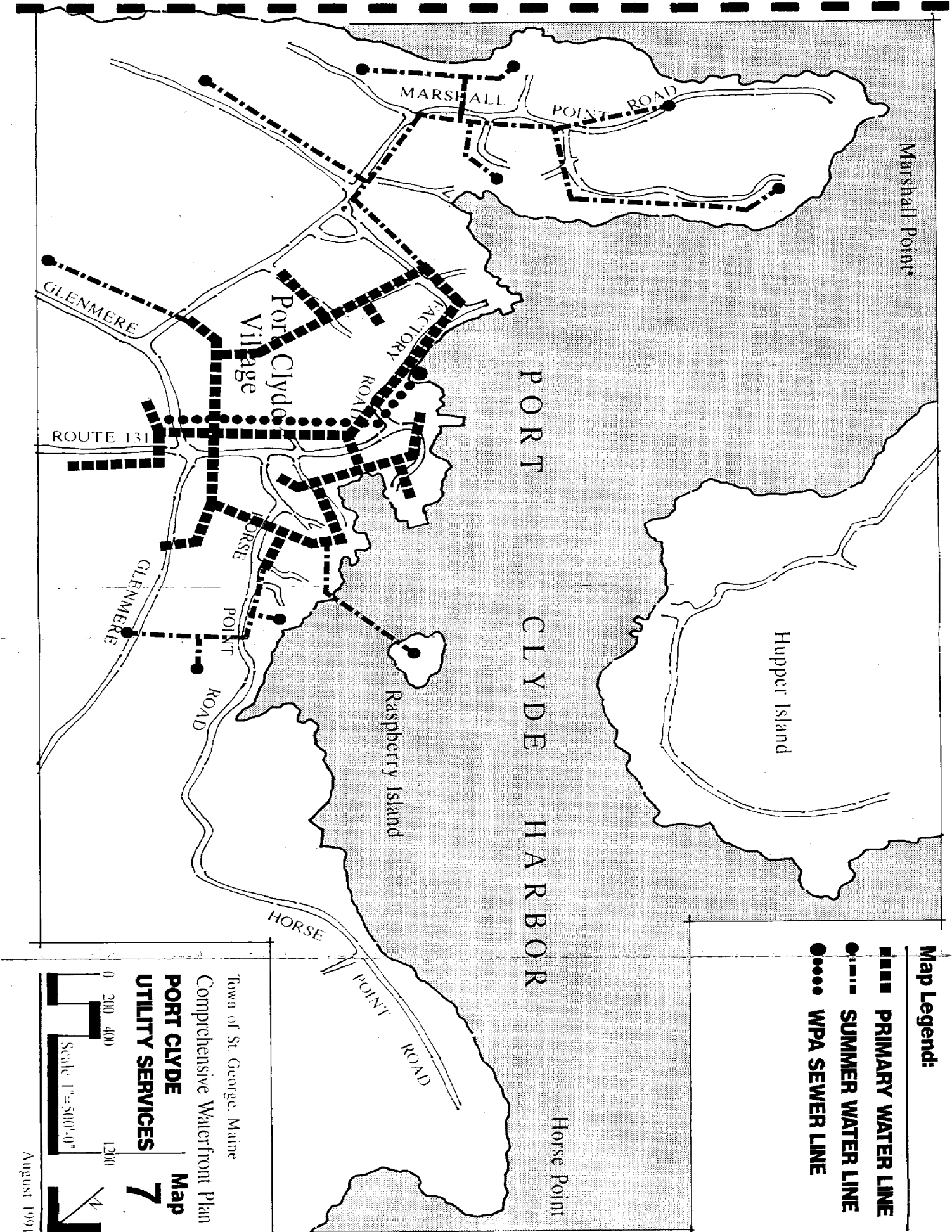


**Map Legend:**

-  **SALTWATER MUSSEL BED**
-  **FRESHWATER WETLAND**
-  **COASTAL WETLANDS / INTERTIDAL AREAS**
-  **UNIQUE RESOURCE / HABITAT**



Town of St. George, Maine  
Comprehensive Waterfront Plan  
**NATURAL RESOURCES**  
**Map 6**





### **LITERATURE CITED**

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2. Maine State Planning Office, THE GEOLOGY OF MAINE'S COASTLINE. Augusta, ME (June 1983).
3. Skoglund, James and Tate, Janice, ST. GEORGE. Jackson Memorial Library Press (1984, 1987).
4. Maine Law Institute, NORTH ATLANTIC WATER DEPENDENT USE STUDY - MANAGING THE SHORELINE FOR WATER DEPENDENT USES - A HANDBOOK OF LEGAL TOOLS. Portland, ME (December 1988).
5. U. S. Department of Commerce, STATUS OF THE FISHERY RESOURCES OFF THE NORTHEASTERN UNITED STATES FOR 1990. Woods Hole, MA (January 1991).
6. Maine Department of Marine Resources, LICENSURE AND DEALERSHIP RECORDS, 1989. Augusta, ME (1989).

GUIDELINES AND  
APPLICATION FOR THE  
IMPLEMENTATION GRANT  
AND COASTAL MANAGEMENT  
GRANT PROGRAMS  
  
OFFICE OF COMPREHENSIVE  
PLANNING  
  
JANUARY 1991

**GUIDELINES FOR THE  
IMPLEMENTATION GRANT  
AND COASTAL MANAGEMENT  
GRANT PROGRAMS**

**I. Introduction: =====**

The Comprehensive Planning and Land Use Regulation Act (30-A M.R.S.A. Sec. 4301 et seq., hereafter, the Act) requires each municipality in the state, except those municipalities within the jurisdiction of the Maine Land Use Regulation Commission, to develop a local growth management program. Under the Act, a local growth management program is comprised of the following:

- a) a comprehensive plan that complies with the provisions of the Act, and
- b) an implementation program that is consistent with a complying comprehensive plan.

Having submitted your comprehensive plan for state review and comment, it is time to begin focusing your efforts on the preparation of an implementation program that will enable you to achieve the goals and strategies set forth in that plan.

As was the case in the preparation of your comprehensive plan, the Office of Comprehensive Planning (hereafter, the Office) is prepared to offer technical and financial assistance as you develop your implementation program. These guidelines are designed to provide you with information necessary to access this assistance. The following section (Section II) describes the Act's requirements for a local implementation program. Section III outlines the state funded and administered implementation grant program. Section IV outlines the federally funded coastal management grant program, a supplementary assistance program available to coastal municipalities.

**II. Local Implementation Program: =====**

In order for your local growth management program to be complete and effective, the comprehensive plan you have developed must be implemented through the application of specific policies, programs, regulations, ordinances, and other municipal actions. The mechanism by which the implementation strategies identified in your plan are to be

achieved is known as the implementation program. At a minimum, the Act requires that your implementation program include the adoption of a new or amended zoning ordinance that is consistent with your comprehensive plan. However, your implementation program may be much more encompassing and in addition to a zoning ordinance may include activities such as the development of a capital improvement program, ordinances and regulations to guide site reviews of development projects, housing and economic development programs or initiatives, community land banks or land trusts, or interlocal agreements designed to promote local and regional policies. The Office encourages you to be creative in the implementation of your comprehensive plan.

[FOR COASTAL MUNICIPALITIES] Local implementation programs developed by coastal municipalities will also consist of policies, programs, ordinances, regulations, and other activities that focus on the use and management of coastal resources. Under the Act, coastal municipalities are required to develop local policies and implementation strategies that specify the approaches that will be taken to address Maine's nine Coastal Management Policies. Moreover, the Act explicitly calls for the development of implementation strategies that ensure the preservation of access to coastal waters and that discourage new development that is incompatible with uses related to the marine resources industry. Thus, implementation programs for coastal municipalities may include, for example, the establishment of special waterfront zoning districts, development of a harbor ordinance, or preparation of a public access plan.

### III. Implementation Grant Program: =====

The implementation grant program is a state administered, participative grant funding program (up to 25% of the project cost must be provided by the municipality) for the development and adoption of implementation strategies identified in your comprehensive plan, provided that your plan has been determined to be consistent with the Act. The following parameters have been established for the administration of this program.

- A. **Eligible Applicants:** All municipalities that have submitted a comprehensive plan for review by the Office are eligible to apply for an implementation grant. Although grant applications will be accepted and processed prior to local adoption of a plan, no payment will be made prior to the local adoption of a consistent plan.
- B. **Maximum Grant Amount:** The maximum state share available to each applicant is \$12,500. Dependent upon the amount of state assistance received, the required local match will be 0% (for requests of \$2,500 or less) or 33% of the state funds requested in excess of \$2,500.

<u>Grant Amount</u>	<u>Local</u> %	<u>Match</u> \$	<u>Required</u> \$
\$ 0 - \$ 2,500	0%		\$0
\$2,501 - \$12,500	33%	\$ .33 - \$3,333	

- C. **Number of Applications per Municipality:** The program is designed to provide each eligible municipality with 1 implementation grant.
- D. **Reimbursement of Eligible Costs:** You may be reimbursed for eligible costs incurred after the date of your plan submission. You should, however, be prudent in incurring costs prior to receiving written comments on your plan from the Office. The written comments received will indicate whether your plan is consistent with the Act or what additional actions may be necessary to make it consistent. Recall from the introduction to this section that implementation grants can only be used to carry out the Implementation Strategies Section of a consistent plan. Therefore, a town would not want to invest a lot of time, energy, and finances in anticipation of reimbursement, to establish an implementation program for a plan which is not consistent with the Act. Municipalities that incur costs prior to the adoption of a consistent plan do so at the risk of not being reimbursed.
- E. **Eligible Costs:** As provided for in the Act, implementation grants can be used for costs directly related to the preparation of policies, programs, and land use ordinances directly related to the implementation of a consistent plan. This makes these funds available for a variety of different purposes. For example, you may want to hire or retain legal or other professional services to amend or develop a zoning ordinance or capital improvements program. Or perhaps you and a neighboring community could use your implementation grants to establish an interlocal agreement instituting procedures for joint planning board reviews of large subdivisions impacting a shared resource or facility. At a minimum, in order for a cost to be eligible it must have been incurred:
- 1) in the preparation of a program, policy, or ordinance designed to carry out the intent of the Implementation Strategies Section of a consistent plan, and
  - 2) after the plan's submittal to the Office for review and comment.

Please keep in mind that the implementation grant you may receive is intended to assist you in establishing an implementation program. It is not intended to finance the ongoing operation of such a program, and therefore recurring operational or maintenance costs will not be considered eligible. It is your responsibility as the applicant municipality to document that the costs associated with the proposed activities are eligible and that these activities will carry out the intent of the Implementation Strategies Section of the your comprehensive plan.

- F. **Application Procedures:** An eligible municipality wishing to apply for an implementation grant must fill out the required application materials as provided by the Office. This will include a narrative description of the activities to be undertaken, documentation that the proposed activities are consistent with the intent of the Implementation Strategies Section of the applicant's comprehensive plan, an itemized cost schedule for each activity to be undertaken, and documentation that the costs are eligible.
- G. **Payment Procedures:** Upon signing a contract with the Office and adopting your plan locally, you will be able to submit a request for payment for all or part of the eligible costs. No more than two requests for payment will be processed for each implementation grant. The first of these requests for payment may not exceed 90% of state share. Each request for payment must be accompanied by a narrative description of the work in progress. In addition, the final request for payment must include a copy of the completed activities. It is not necessary to submit invoices with requests for payment. Invoices must, however, be kept on file by the town.
- H. **Local Approval for Funding:** There are several local approvals which must be in place prior to your receiving implementation grant funds. These include the following:
  - 1) Approval for the appropriation of your local share, if any
  - 2) Pursuant to 30-A, MRSA, Section 5682, approval for the acceptance of State funds, and
  - 3) Authorization for your town officials to enter into a contract with the State.

Each of these approvals must be given by the local legislative action appropriate to your community, either a town warrant article or a council action. These approvals

can be issued by a single legislative vote incorporating all three approvals, or by a series of legislative votes, each one specific to one of the approvals listed above. In addition, the Town's approval for the acceptance of State funds must be on file with the Department of Finance in order for the Office to process grant payments.

- I. **Role of the Regional Councils:** Your regional council may be available to assist you in the preparation of your implementation programs. You should contact your regional council to determine what assistance they are able to provide in regard to your implementation program.
- J. **Hiring Consultants:** Project funds (state and local share) may be used to hire consultants to assist you in developing your implementation program. As was the case with your planning grant, if you plan to hire a consultant for more than \$1,200, you must do so by contract and preferably through a competitive selection process. You must send a copy of any anticipated subcontract to the Office for review and comment prior to its execution. In obtaining the services of a consultant, one of the following 3 approaches should be adhered to:

- a) Request for Proposal,
- b) Request for Qualifications, or
- c) Sole-Source Procurement.

Refer to your Planning Grant Guidelines or contact the Office for information regarding these approaches to hiring a consultant.

- K. **Record Keeping:** The Office expects you to organize and keep all records, documents, reports, invoices, letters, or other material relating to the development of your implementation program. It is advisable to maintain a file of meeting minutes, advertisements of public meetings, and correspondence with your regional council, this Office, and consultants. These files shall be available at reasonable times for review, inspection, or audit by State personnel and other personnel duly authorized by this Office.

#### IV. Coastal Management Grant Program: =====

To assist each coastal municipality with implementation of the coastal elements of its comprehensive plan, the Office has established a federally funded coastal management grant program. Like the state funded implementation grant program, funds are available only if a local

comprehensive plan has been determined to be consistent with the Act. Cost sharing for the coastal management grant program will be on an equal basis (50% federal/50% local share). The following parameters have been established for the administration of this program.

- A. **Eligible Applicants:** All coastal municipalities that have submitted a comprehensive plan for review by the Office are eligible to apply for a coastal implementation grant. Although grant applications will be accepted and processed prior to local adoption of a plan, no payment will be made prior to the local adoption of a consistent plan.
- B. **Maximum Grant Amount:** The maximum federal share available to each applicant is \$5000. The required local match will be 50% of the total project cost. Thus, for example, a \$5000 federal grant would be matched with \$5000 of local funds for a total project cost of \$10,000.
- C. **Number of Applications per Municipality:** The program is designed to provide each eligible municipality with one coastal management grant.
- D. **Reimbursement of Eligible Costs:** Same as Section III(D) for implementation grant program.
- E. **Eligible Costs:** Coastal management grants can be used for costs related to the preparation of policies, programs, and land use ordinances directly related to the implementation of the coastal elements of a consistent plan. The Maine Coastal Program, together with the federal Office of Ocean and Coastal Resource Management, have identified four high priority implementation areas:
  - the development or improvement of local zoning or other land use ordinances to address coastal issues, such as protecting water dependent uses, encouraging public access to coastal waters, or protecting marine water quality;
  - the development of a local harbor ordinance consistent with Title 38 of the Maine Revised Statutes Annotated;
  - the development of a local harbor and waterfront management plan, including a mooring plan; and
  - the development of a detailed public access plan.

[Note: Municipalities that accept coastal management grant funds for the preparation of a harbor plan or ordinance will be required to consider the establishment of a mooring allocation policy that does



not discriminate based on residency status. Municipalities may, however, charge higher fees to nonresidents, limit boat size in certain areas, and favor certain types of uses (e.g. commercial fishing).]

While the Office recognizes that each comprehensive plan will contain its own unique set of implementation strategies and priorities, we strongly encourage coastal municipalities to use coastal management grant funds to address one or more of these four important areas. If, however, an applicant can demonstrate that these four areas have been adequately addressed or are not relevant, the municipality can use coastal management grant funds to work on other pieces of its implementation strategy related to Maine's Coastal Policies. Coastal municipalities are also encouraged to join together to address shared resources, such as a harbor, river, or bay.

As with implementation grants, in order for a cost to be eligible, it must have been incurred after the plan's submittal to the Office for review and comment. In addition, coastal management grants are not intended to finance the ongoing operation of an implementation program; therefore, recurring operational or maintenance costs will not be considered eligible.

- F. **Application Procedures:** An eligible coastal municipality wishing to apply for a coastal management grant must fill out the required application materials provided by the Office. This will include a narrative description of the activities to be undertaken, documentation that the proposed activities are consistent with the intent of coastal implementation strategy elements of the applicant's comprehensive plan, an itemized cost schedule for each activity to be undertaken, and documentation that the costs are eligible. If proposed activities are not related to the four priority areas listed in section IV(E) above, the applicant must demonstrate that these areas have been adequately addressed or are not relevant.

Municipal officials are encouraged to contact Coastal Program staff at the Office to discuss potential coastal management activities prior to submitting an application. The Office has worked with many coastal municipalities on waterfront zoning, harbor management and public access projects and can assist you with the preparation of a grant application.

- G. **Payment Procedures:** Same as Section III(G) for implementation grant program.
- H. **Local Approval for Funding:** Same as Section III(H) for implementation grant program, except that the municipality should approve the acceptance of federal funds as well.
- I. **Role of the Regional Councils:** Same as section III(I) for implementation grant program.
- J. **Hiring Consultants:** Same as section III(J) for implementation grant program.
- K. **Record Keeping:** Same as section III(K) for implementation grant program.

V. **Sample Warrant Article/Resolution:** =====

As described in Section H above, prior to receiving an implementation grant, your municipal legislative body must vote to accept these funds. Provided below and on the next page are a sample warrant article and resolution which you can use as a basis for your article/resolution.

**SAMPLE WARRANT ARTICLE  
TOWN MEETING ACCEPTANCE OF IMPLEMENTATION GRANT FUNDS**

Art. \_\_\_\_\_. Shall the town vote to accept Implementation Grant funds as provided by the Maine State Legislature [or the Maine Coastal Program of the Department of Economic and Community Development], to raise\* the local funds required as a match to the grant, to appropriate the grant and required local matching funds for the development of an implementation program pursuant to the Comprehensive Planning and Land Use Regulation Act, to authorize the selectmen to contract with the State Department of Economic and Community Development for the grant, and to authorize the selectmen to contract, as necessary, for materials and services needed to achieve the purposes of the grant?

INFORMATION:      Estimate amount of grant:      \$ \_\_\_\_\_  
                          Estimated amount of local match:      \$ \_\_\_\_\_

\_\_\_\_\_ \*If the town does not plan to raise new funds for the local match, but rather plans to borrow the necessary funds or to transfer the necessary funds from an existing account, it should replace the word "raise" with "borrow" or "transfer from existing accounts."

**SAMPLE RESOLUTION  
TOWN COUNCIL ACCEPTANCE OF IMPLEMENTATION GRANT FUNDS**

WHEREAS the Maine State Legislature, through enactment of the Comprehensive Planning and Land Use Regulation Act, has recognized that local comprehensive planning is necessary to guide the future growth and development of Maine municipalities so as to maintain and enhance the quality of life for Maine citizens, and has established programs to financially assist local comprehensive planning efforts, and

WHEREAS the Office of Comprehensive Planning, within the State Department of Economic and Community Development, has offered a matching grant to the Town of \_\_\_\_\_ to assist the Town's development of an implementation program in accordance with the Comprehensive Planning and Land Use Regulation Act,

NOW, THEREFORE, BE IT RESOLVED by the Council of the Town of \_\_\_\_\_ that the Council authorizes the Town Manager to accept an Implementation Grant of \$\_\_\_\_\_ as provided by the Maine State Legislature [or a Coastal Management Grant as provided by the Maine Coastal Program of the Department of Economic and Community Development], raise\* \$ as the required local match to the grant, appropriate the grant and required local matching funds for the development of an implementation plan pursuant to the Comprehensive Planning and Land Use Regulation Act, contract with the State Department of Economic and Community Development for the grant, and contract, as necessary, for materials and services needed to achieve the purposes of the grant.

This the \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_.

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\*If the town does not plan to raise new funds for the local match, but rather plans to borrow the necessary funds or to transfer the necessary funds from an existing account, it should replace the word "raise" with "borrow" or "transfer from existing accounts."

**PUBLIC OPINION SURVEY**  
**TOWN OF ST. GEORGE**  
**HARBOR AND WATERFRONT MANAGEMENT PLAN**  
**FEBRUARY, 1991**

The Town of St. George is conducting a Comprehensive Harbor and Waterfront Management Plan with funding assistance by the Maine Coastal Programs. This study will focus upon the areas of Port Clyde, Tenants Harbor and Long Cove, and will provide the Town with a plan and implementation program to manage its harbor and waterfront areas. The Town of St. George has retained a planning consultant to prepare this study and has established a Harbor and Waterfront Management Plan Committee to direct the consultant. The Committee is to direct the consultant. The Committee is interested in obtaining public opinion on issues to be addressed by this study and has distributed this survey.

Please return your survey response by March 15, 1991.

Thank you for your interest.

A. Which of the following improvements would you support to improve harbor and waterfront facilities?

Improvement	Totals		Percent	
	Positive	Negative	Positive	Negative
<u>Increase Harbor Supervision</u>	53	47	68	60
<u>MOORING LOCATION</u>				
Port Clyde	35	48	45	62
Tenants Harbor	43	46	55	60
<u>DREDGING</u>				
Port Clyde	15	59	19	76
Tenants Harbor	23	58	29	74
<u>INCREASE FLOAT SPACE</u>				
Port Clyde	32	51	41	65
Tenants Harbor	44	52	56	67

	Totals		Percent	
	Positive	Negative	Positive	Negative
<u>Improvement</u>				
<u>INCREASE DINGHY SPACE</u>				
Port Clyde	31	38	40	49
Tenants Harbor	38	38	49	49
<u>CONSTRUCT NEW PIER FOR COMMERCIAL FISHERMEN</u>				
Port Clyde	17	41	22	53
Tenants Harbor	17	47	22	60
<u>RECONSTRUCT PUBLIC LANDING TO A PIER FOR COMMERCIAL FISHERMEN</u>				
Port Clyde	16	47	21	60
Tenants Harbor	16	51	21	65
<u>IMPROVE LAUNCHING RAMP</u>				
Port Clyde	26	43	33	55
Tenants Harbor	28	41	36	53
<u>EXPAND PUBLIC PARKING FACILITIES</u>				
Port Clyde	39	32	50	41
Tenants Harbor	32	39	41	50
<u>EXPAND BOAT STORAGE</u>				
Port Clyde	8	55	10	71
Tenants Harbor	6	59	8	77

Improvement	Totals		Percent	
	Positive	Negative	Positive	Negative
<u>CONSTRUCT PUBLIC RESTROOMS</u>				
Port Clyde	33	38	42	49
Tenants Harbor	30	43	38	55
<u>TOWN TO ACQUIRE ADDITIONAL PROPERTY</u>				
Port Clyde	41	35	53	45
Tenants Harbor	36	37	41	51
<u>ACQUIRE TOWN PROPERTY TO PRESERVE WATERFRONT OPEN SPACE/WATERFRONT PARK (No specific location)</u>				
	39	29	50	37

On the following questions, we have tabulated only those showing an opinion, omitting those with "No opinion".

B. Should the Town re-establish a marked 75' channel in Port Clyde and Tenants Harbor?

36 21 63 37

C. Should the Town establish a mooring plan for Long Cove?

21 17 55 45

D. Should the Town change the commercial fishing zone to a limited commercial zone in which non-related small business would be allowed?

23 42 35 65

It appears that the responses favor :

Increased harbor supervision  
Expanded parking facilities for Port Clyde  
Property Acquisition  
a 75 ft channel in each harbor  
a mooring plan for Long Cove

BUT - The responses do NOT favor

Dredging  
Increased float space  
New piers for commercial fishermen  
Improved launching ramps  
Boat storage  
Public rest rooms  
Zoning changes

The rest of the responses were more evenly divided, with very little for or against.

## ANALYSIS OF "REMARKS"

Of the 80 responses, 32 (<sup>40</sup>~~25~~%) had added remarks.

The greatest single concern (7 out of the 32) was to keep the Town the way it is, to prevent it from becoming another Boothbay Harbor or Camden.

The second concern was money - taxes are already too high, where would the money for improvements come from, there are more pressing needs in the Town, the more improvements we make, the more problems would result. The Town should spend money only if it helps create jobs. Improvements should be paid for by those who benefit. If the Town spends money for better parking, particularly for the Monhegan ferry passengers, then those using the facility should be the ones to cover the cost.

Several remarked on the condition of the ramp and the ladder at the Tenants Harbor landing, and the dock in Port Clyde, and recommended repairs be made before there is an accident.

Some believed that increased supervision and enforcement of Town ordinances should be provided, ordinances covering both Harbor and Parking.

The subject of rental moorings was a concern of several. They felt that the number of rental moorings should be limited, that a percentage of the transient mooring fees collected should go to the Town, that higher fees should be charged, that the Town might consider owning and renting some moorings.

Many believed that the Town should acquire waterfront property, particularly for public access. This would require long range planning and financing.

While many were in favor of public rest rooms, possibly in the form of portables, the question arose as to who would maintain and pay for.

It was suggested that skiffs at the landings be registered and decals issued. The problem of overcrowding at the floats by too many skiffs seems to require early solution.

There was little enthusiasm for Town mooring plans, but one responder strongly objected to any encouragement of more transient moorings in Long Cove,

One responder developed a grandiose plan to get the Town into the marina business, complete with sunken ships as breakwaters.

And, as expected, there were those who objected to this Survey as a waste of money!

PUBLIC OPINION SURVEY  
TOWN OF ST. GEORGE  
HARBOR AND WATERFRONT MANAGEMENT PLAN

ANALYSIS OF RETURNS

500 survey questionnaires were prepared, and about 450 distributed to approximately 15 locations - the post offices, the two stores, the Library, and fishing related businesses. About 50 sets were picked up from the various locations as unused. Eighty sets were returned and analyzed.

Inasmuch as the possible responses on any one question provided two or more non-exclusive choices, totals "for" or "against" type answers add up to more than 80 in some cases. For instance, a response favorable to expansion of parking areas might show support using several different sources of funds, and likewise, a negative response might show both "would not support" and "not needed". The numbers have therefore been combined into simply "positive" and "negative". The percentages shown are percentages of the total responses received, with the exception of questions B, C, and D, on page 3, where the "no opinion" responses were disregarded for analysis purposes.

Analysis of the many remarks appears on page 4.

George R. Fricke  
March 18, 1991



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